THE No.1 MARKET LEADER MODEL MAGAZINE

Scale AVIATION Modeller International

IPMS USA
Monthly Update

CLASSIC PLASTIC
JETSTREAM CONVERSION

10/12
BOOKS
12$ 122

MOSQUITO NET
Modelling the Mossie

FREE INSIDE!

AIRFIX
PART 7 of our revised and updated 'How To' Guide
**the guide may not be available in all copies of SAMI*

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An in depth build analysis of the new Revell kit

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Blohm + Voss Bv 222 Flying Boat

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ON THE ROAD WITH 580 MODELLERS
PAINT IT WITH TESTORS – PEARL HARBOUR KATE

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MPM Production

SWS SUPER WING SERIES ZOUKEI-MURA

The World's Strongest WWII Fighter

Any fighter of any country will fade away in front of this magnificent Mustang!

No.4 1/32 P-51D Mustang

TO BE RELEASED IN SPRING 2012

CAMPAIGN PRICE **8,190 YEN/$80.00**
Order via Volks Japan (in JP Yen) / via Volks USA (in US Dollars)

[1/32 scale · Plastic model kit (4-color molded parts including clear) · Total parts: 283(expected)]

EXPERIENCE SWS P-51D MUSTANG CAMPAIGN

You may already know of SWS's magnificence from seeing it at the store, from advertisements, models completed by others, or by word-of-mouth. Still, you will never know its true splendor until you touch it!! Therefore, such magnificence is further proven in the SWS "P-51D"!!

CAMPAIGN CONTENTS

CAMPAIGN PRICE 8,190 YEN/$80.00
GREAT VALUE!! REGULAR PRICE: 9,975YEN/$95.00

FREE SHIPPING ANYWHERE IN THE WORLD!
*Up to 5 kits per customer

CAMPAIGN PERIOD

LATE FEBRUARY TO LATE MAY (2012)

*The campaign period is planned to be 3 months. (2 months before and 1 month after the release of the kit)
*Even if it is during the campaign period, the campaign will close when all initial stock is sold out.

Finally Announced at Nürnberg in Germany!!

[1/32 scale · Plastic model kit (including 3-color molded parts, clear parts, and die cast parts) · Price: TBA · Total parts: 427(expected)]

THE WORLD'S FIRST 1/32 SCALE

"The Guardian Deity of the Jet Black Night Sky," which replaced the Bf 110 when the German army was made inferior in battle by the full-scale night intruder attacks of the British in the later stages of WWII, will be produced as a 1/32 scale kit for the first time in the world. This twin engine craft, which made a desperate defense in the midnight sky over their country, with its advanced radar system, is reproduced completely with the approach of the SWS. Please pay attention to the natural and organic "expression" from the nose to the canopy, as well as the shape of the propeller, which is essential for a reciprocating engine aircraft and the astonishing internal structure. First, we are going to unveil its exterior shape, which has been one of the most important points for us at the International Toy Fair in Nürnberg, Germany! Of course, this information will continue to be posted on the ZOUKEI-MURA web site. Please don't miss it!

Sometimes from warships, sometimes through the freezing cold mountains, and sometimes in the skies above the jungle
This most reliable plane, known as a flying "Tough Guy" is coming as a new SWS!

Douglas 1/32 A-1H SKYRAIDER U.S.NAVY

We present you YOUR SKYRAIDER! AVAILABLE NOW

No. 3

THE WORLD'S FIRST 1/32 SCALE

PRICE: 13,440 YEN / $141.00
Order via Volks Japan (in JP Yen) / Volks USA (in US Dollars)

ALSO AVAILABLE
U.S. AIRCRAFT WEAPONS
PRICE: 2,100 YEN / $22.00
Order via Volks Japan (in JP Yen) / Volks USA (in US Dollars)

[• 1/32 scale • Plastic model kit (4-color molded parts including clear) Main wings can be folded. Main wing folding system includes brass hinges and poly-caps. • Total parts: 336]

*Please note that the Bonus Figure sets are no longer available. *The model in the picture shown is a sample.

NEW SKYRAIDER ITEMS, MORE TO COME!!

1/32 A-1J SKYRAIDER USAF

To Be Released in 2012

PRICE: 13,440 YEN / $141.00
Order via Volks Japan (in JP Yen) / Volks USA (in USD)
1/32 scale · Plastic model kit (4 color molded parts including clear) · Main wings can be folded. · Main wing folding system includes brass hinges and poly-caps. · Total parts: 344 (expected)

ALSO RELEASE
U.S. AIRCRAFT WEAPONS 2
PRICE: 2,100 YEN
Order via Volks Japan (in JP Yen)
PRICE: $22.00
Order via Volks USA (in USD)

ZOUKEI-MURA CONCEPT NOTE SWS No.III A-1H SKYRAIDER

AVAILABLE NOW

*Including Special Stencil Decal
PRICE: 3,465 YEN / $36.00
Order via Volks Japan (in JP Yen) / Volks USA (in USD)

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WEB ▶ http://www.zoukeimura.co.jp/en/index.html

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Scale AVIATION Modeller International

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Stepping Stones

Another hefty dose of raw modelling this issue sees the customary wide range of subjects and genres covered, including a gratuitously enormous piece by the Editorial hand. Benchmarks had better be careful though, as if it keeps on expanding people might start to imagine the Editor has time on his hands for modelling, and isn't nearly as beleaguered as he likes to make out when colleagues ask him if he has time to dash off a stanza or two for one of the other titles.

This last few months has seen an enormous improvement in my modelling throughput – and no it isn't thanks to the 1/144 models, as if anything these take me longer to complete to my satisfaction than the larger ones. It's more to do with focus, and finding kits and subjects that on the one hand engage my interest sufficiently, and on the other hand do not tax my skills unduly. Bearing in mind I have the attention span of a goldfish and limbs about as dextrous, this is a challenge.

I have found over the years certain kits have been stepping stones – Italeri's BAe Hawk and Revell's Hurricanes in 1/72, and the latter's Tornadoes in 1/144, and recently Tamiya's 1/48 Emils. Looking ahead, there are so many attractive kits in the offing I find myself wondering which will be next, as for all the plastic I have cut over the dozen or so years I have been modelling, there is still precious little to show in the cabinet.

Hmmm. Must try harder...

SAM!

Gary Hatcher
Editor, Scale Aviation Modeller

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Cover Illustration by John Fox
www.avroart.com

It's that time of the year again, when we receive enormous lists from manufacturers and peruse them longingly, ever hopeful that that elusive 1/48 Blackburn Blackburn, or 1/144 Skua will suddenly become a reality... or at the very least a promise... or a maybe...

Nuremburg Toyfair lists are often optimistic, and occasionally complete works of fiction, but the mainstream companies do tend to issue accurate data, even if the schedules do tend to slip back a little. With this in mind, peruse the lists below from Revell and Airfix and be of good cheer...

SUBSCRIBERS' MONTHLY PRIZE DRAW

January 2012

Mr Moore, Belgium – Kit
Mr Lorelli, USA – Kit
Mr Barber, UK – Kit

Entry to the monthly prize draw is FREE to all subscribers

on the side

Lion Roar

Next up from Lion Roar:
LNRL4807 1/48 Douglas TBD-1 Devastator, VT-8 at Midway 1942

SAMI

Revell-Monogram

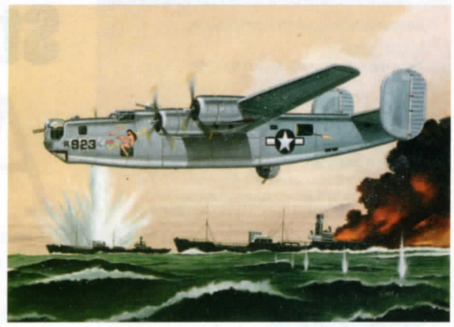
Previewed at the US Nationals, it looks like Revell-Monogram's new Ventura is almost upon us:

1/48 RMX5531 Lockheed PV-1 Ventura
Retail Price: $32.95

SAMI

Minicraft

Minicraft's December/January new releases include some interesting items:



#14664 1/144 PB4Y-1
This new issue represents the later US Army designated B-24H/J, designated PB4Y-1 by the US Navy, and used as a long-range bomber, maritime patrol and trainer. The kit includes two marking options, one a US Navy bomber with nose art and one representing a US Navy trainer, both from 1944.

#11661 1/72 PV-1 Ventura
This revised release includes the RAF mandated changes to the cockpit glazing, distinctive turret for the RAF aircraft and Martin turret for the Canadian aircraft. The kit includes two marking options representing an RAF aircraft in 1943 and a post-war RCAF Ventura from 1952.

#14661 1/144 Eastern Airlines Electra 188
The L-188 Electra was introduced in the late 1950's to serve as a fast, economical medium range airliner for short and medium range service. Eastern Airlines was one of the earliest airlines to support the type, taking delivery in late 1958 with the first revenue flight in January 1959. While the Electra had a short career as a front line airliner, it did prove the effectiveness of the turbo-prop engine and eventually proved to be a sound and economical design as demonstrated by its military counterpart, the P-3 Orion.

#14656 1/144 Nakajima Ki-44 Shoki (Code Name Tojo)
This release includes two sets of markings as a Japanese Army Fighter-interceptor and as a 'special operations' Ki-44 used as a kamikaze weapon against Allied warships in the sea of Japan.

UK importer for the Minicraft range is Creative Models, and new arrivals will be notified on their website at *www.creativemodels.co.uk*

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Tarangus

Little information is available on this new company, but they seem to have a nice new tooling under way in the shape of an injection moulded SAAB 32 Lansen in 1/48.

Email the company at *sales@tarangus.com* for further details...

SAMI

AT A GLANCE

NEW IN FEBRUARY

Good to see the industry back up to steam this month, with a mass of releases including some real goodies. Not only Revell's Halifax and Airbus transporter in 1/72, but a brand new Swordfish from Airfix, Banshees from Olimp and the next panther from HobbyBoss. In 1/48 the big news is Italeri's Hunter, while scaling up it's nice to see the diminutive Grain Kitten in 1/32 from Planet. Lots to do in 2012, so gloves off and let's get cracking...

A Model	#03272	1/72 Tupolev Tu-95M/U Bear
A Model	#14458	1/144 PZL M28 B BRYZA
A Model	#14459	1/144 Antonov An-2v
Academy	#12230	1/48 Grumman F-14A Tomcat
AFV Club	#48103	1/48 Northrop F-5F Tiger II (Shark Nose)
Airfix	#02014	1/72 Aichi D3A1 Val
Airfix	#02021	1/72 Vought OS2U-3 Kingfisher
Airfix	#03031	1/72 Grumman J2F-6 Duck
Airfix	#04053	1/72 Fairey Swordfish
Airfix	#09178	1/48 BAC/EE Lightning F.2A/F.6
Anigrand Craftswork	#2104	1/72 Douglas C-133 Cargomaster
Anigrand Craftswork	#2105	1/72 Yokosuka H5Y-1 Cherry IJN Type-99 flying boat
Anigrand Craftswork	#4069	1/144 Lockheed C-69 Constellation troop transport
Anigrand Craftswork	#9002	1/72 Boeing 747 VC-25 Air Force One
Armory	#72102	1/72 Kamov Ka-56 Osa (Wasp)
Attack	#14415	1/144 Shenyang JJ-6/MiG-19UTI
Azur	#5672	1/72 Vautour IIB

Cyber-Hobby	#2012	1/200 YB-49 Flying wing
Cyber-Hobby	#5051	1/72 Sea Vixen FAW.1
Dragon	#14701	1/144 Boeing 747-400P Air China
Dragon	#4630	1/144 Bell X-1 Sonic Breaker
Eduard	#1164	1/48 Messerschmitt Bf 110C/E in MTO
Eduard	#7414	1/72 Grumman F6F-3 Hellcat (Weekend Series)
Eduard	#8232	1/48 Mikoyan MiG-21 Bis
FLY	#48002	1/48 Macchi M.5 Special Schemes Flying Boat
FLY	#72009	1/72 Henschel Hs 123A.
FLY	#72010	1/72 Henschel Hs 123B

Hasegawa	#01953	1/72 McDonnell RF-101C Voodoo Operation Sun Run
Hasegawa	#01954	1/72 Heinkel He 111P/H KG 55
Hasegawa	#01955	1/72 Junkers Ju 88G-6 Schonert
Hasegawa	#01956	1/72 McDonnell F-4S Phantom II Low Vis CAG
Hasegawa	#01957	1/72 North-American P-51B/C Mustang Tusegee Airmen
Hasegawa	#01958	1/72 Boeing F/A-18F VFA-154 Black Knights CAG 2010
Hasegawa	#01959	1/72 Panavia Tornado F.3 111 Squadron 90th Anniversary
Hasegawa	#01960	1/72 Consolidated B-24J Liberator RAF Coastal Command
Hasegawa	#01961	1/72 Boeing B-17G Flying Fortress Silver Fleet
Hasegawa	#01962	1/72 General-Dynamics F-16A ANG Combo (Two kits in the box)
Hasegawa	#08217	1/32 Focke-Wulf Fw 190A-7 JG 1 Red Stripe
Hasegawa	#09956	1/48 F/A-18B/D Hornet Blue Angels
Hasegawa	#09957	1/48 F-15J Eagle MSIP Configuration II Aircraft
Hasegawa	#09958	1/48 Nakajima KI-44-II Shoki (TOJO) Shinten Seikutai
Hasegawa	#09959	1/48 Sikorsky S-61A Seaking JMSDF

Airfix

Big and busy news from Airfix this month, in the shape of an outline programme for their 2012 new releases:

New Tools for 2012

1/72 Aircraft

A01004 P-51D Mustang
A01006 Folland Gnat (Announced in 2010 for 2011)
A01008 Messerschmitt Bf 109E
A02033 Supermarine Spitfire F.22
A02047 F-51D Mustang
A02062 Messerschmitt Bf 109E -7/Trop
A03029 Douglas A4D-1 (A-4B) Skyhawk
A05006 Fairey Swordfish Floatplane
A65000 Vickers Valiant PR and Refueller Parts

1/48 Aircraft

A09101 Westland Army Lynx
A10107 Westland Navy Lynx HMA.8
A14101 Westland Augusta Merlin

Reissues for 2012

1:72 Aircraft

A01054 DHC-1 Chipmunk
A02022 Douglas SBD-3/5 Dauntless
A03059 Shorts Tucano
A04037 MiG-29 Fulcrum
A06007 H.P. 0/400
A01013A DH Comet Racer (Green)

1/48 Aircraft

A05101 BAe Sea Harrier FRS.1
A05102 BAe Harrier GR.3
A06103 Supermarine Seafire FR.46/47

SAMI

AT A GLANCE

NEW IN FEBRUARY

Hasegawa	#10739	1/200 Boeing 737-800 Jal Express
Hasegawa	#10740	1/200 Boeing 737-800 Solaseed Air
HobbyBoss	#80207	1/72 F-5E Tiger II fighter
HobbyBoss	#80359	1/48 Grumman F6F-3 Hellcat Late
HobbyBoss	#83208	1/32 Republic F-84G Thunderjet
HobbyBoss	#87250	1/72 F9F-3 Panther
Italeri	#0030	1/72 Sikorsky MH-53J Pave Low
Italeri	#2708	1/48 Hawker Hunter FGA.6/FGA.9

Kora	#72132	1/72 EFW C-3603 Firefly & C-3603 Lastenräger
Kora	#72133	1/72 EFW C-3603 Schlepp
Mirage	#481311	1/48 PZL 43A Luftwaffe
Mirage	#481312	1/48 PZL 37B Luftwaffe
MPM	#48060	1/48 Heinkel He 177A-5 Hi-Tech
Olimp Models Pro Resin	#7242	1/72 Hall Ajeet trainer F.2
Olimp Models Pro Resin	#7252	1/72 McDonnell Banshee F2H-2
Olimp Models Pro Resin	#7253	1/72 McDonnell Banshee F2H-2N
Owl	#4408	1/144 Fieseler Fi 103 (V-1) Reichenberg IV with transport trailer
OzMods	#14414	1/144 North American F-86D Sabre
Planet Models	#25032	1/32 Port Victoria P.V.7
R.V.Aircraft	#72011	1/72 Focke-Wulf Fw 190D-11
R.V.Aircraft	#72013	1/72 Focke-Wulf Fw 190D-13
R.V.Aircraft	#72016	1/72 Mikoyan MiG-23-98

Revell	#04651	1/72 NH-90 NFH
Revell	#04670	1/72 Handley Page Halifax Mk I/Mk II
Revell	#04800	1/72 Airbus A400M Transporter
Roden	#304	1/144 Douglas DC-6
Roden	#307	1/144 Douglas VC-118 The Independence
Roden	#446	1/48 Beechcraft D17S Staggerwing
Roden	#618	1/32 Nieuport 24
RS Models	#92100	1/72 XFL-1 Airabonita
RS Models	#92108	1/72 Dornier Do 17P
RS Models	#92110	1/72 Flettner Fl 282B-0/Fl 282B-2
RS Models	#92112	1/72 Payen Pa.22/2
RS Models	#92113	1/72 Dewoitine D.520 Vichy
RS Models	#9286	1/72 Reggiane Re.2006
RVHP	#72122	1/72 Beriev Be-12 Tchaika Mail
S & M Models	#44-09	1/144 Avro 730
S & M Models	#44-11	1/144 Vickers 1000

Special Hobby	#72226	1/72 J-20/ Reggiane Re-2000 Swedish Service
Special Hobby	#72240	1/72 Fairey Fulmar Mk I Captured Markings.
Tamiya	#61013	1/48 Nakajima Ki84-1A #yate Frank
Tamiya	#61016	1/48 Mitsubishi A6M2 Type 21 Zero
Tamiya	#61017	1/48 Nakajima A6M2-N Type 2 Rufe
Tamiya	#61027	1/48 Mitsubishi A6M5 Type 52c Zero
Tamiya	#61109	1/48 Dewoitine D.520 with Citroen Traction 11CV Staff Car
Trumpeter	#01662	1/72 Chinese J-11B Fighter
Trumpeter	#02294	1/32 Messerschmitt Bf 109G-2
Trumpeter	#02849	1/32 Messerschmitt Me 509
Welsh Models	#E7214	1/72 Embraer EMB-145ER/XR Continental Express
Welsh Models	#MT31P	1/144 Hawker-Siddeley HS 680 Andover C Mk 1 RNZAF
Welsh Models	#PJW78P	1/144 HS Nimrod MR.1
Welsh Models	#SL151P	1/144 MacDonnell MD-87 American Airlines
Welsh Models	#SL234P	1/144 EMB-190 British Airways City Flyer
Welsh Models	#SL240V	1/144 Boeing 777-336 British Airways
Welsh Models	#SL242V	1/144 McDonnell-Douglas MD-11 Thai Airways
Welsh Models	#SL245V	1/144 Boeing 747-212/312 Singapore Airlines
Wingnut Wings	#W32014	1/32 F.E.2b early version
Wingnut Wings	#W32023	1/32 Rumpler C.IV early version
Wingnut Wings	#W32025	1/32 F.E.2b late version
Wingnut Wings	#W32037	1/32 Rumpler C.IV late version

on the side

S & M Models

This interesting source has advised us of their 2012 programme:

Southern Expo Releases:
- Bristol BA-6 1/144
- English Electric P-10 1/144

July
- AVRO 748 1/72
- VC-10 B(K)PR.6 (?) 'Poffler' conversion 1/144 for Airfix VC-10, Skybolt version

Telford Releases
- Vickers Windsor B.1 1/144
- Avro Tudor 1/144

Conversions:
- Vickers Valiant B.3 1/72
- AS Dauphine (SAS) 1/72
- Jet Lancastrian 1/72

Others
- Thor/Blue Steel combo 1/72
- Avro Z-59 Project Pluto 1/72
- Blue Boar/Extra Large Blue Boar 1/72 (for Airfix Valiant)

SAMI

New from Shed Models at Telford

Shed Models, with Cloudbreak Models, once again exhibited at Scale ModelWorld to spread the word and introduce modelers to the delights of the one true scale (1/200). New releases passed for review included - to the delight of the Editor - a Westland Walrus, an Avro Bison and the Blackburn Blackburn, perhaps three of the most unattractive aircraft produced but none the less three important aircraft for the Fleet Air Arm in the spotter role.

Also released is an amazing Handley Page 0/100 / 0/400, which has a rather fun all pink colour scheme as an option... For those who prefer their small scale models not to be biplanes an exquisite Twin Pioneer has also been released.

As I write the Blackburn Blackburn is assembled and awaits painting, the Bison and Walrus are cleaned up ready to go and all will be presented as an article in the near future.

Tim Upson-Smith

SAMI

Revell

Hold your breath... get ready... it's the big one... it's... an all-new tool F-16C in 1/144!

OK, so there's a 1/32 Uhu and Bf 109G too, as well as a Lynx in the same scale. Lots to look forward to here, including a re-issue of the 1/48 Wessex.

SAMI

04723	Heinkel He 162A	32	06/2012	Wiederauflage
04666	Heinkel He 219 A-7 "Uhu"	32	07/2012	Neuheit
04665	Messerschmitt Bf 109 G-6	32	10/2012	Neuheit
04517	Dassault Rafale M	48	09/2012	Wiederauflage
04662	PV-1 Ventura	48	02/2012	Kooperation, Revell USA
04661	Spitfire Mk.XVI	48	06/2012	Kooperation, ICM
04824	Ta 154 Mistel & Fw 190	48	09/2012	Kooperation, Dragon
04367	Arado Ar 555	72	03/2012	Wiederauflage
04279	B-17F Memphis Bell	72	05/2012	Variante
04281	BAC Canberra PR.9	72	09/2012	Wiederauflage, Matchbox
04280	Bae Harrier GR Mk 7	72	07/2012	Kooperation, Hasegawa
04278	Boston MK IV/V	72	08/2012	Kooperation, MPM
04276	Heinkel He115 Seaplane	72	07/2012	Wiederauflage
03991	Macchi MC200 Saetta	72	03/2012	Wiederauflage
03990	P-26A Peashoter	72	06/2012	Wiederauflage
04664	Sukhoi T-50	72	04/2012	Kooperation, Zvezda
04277	Supermarine Stranraer	72	06/2012	Wiederauflage, Matchbox
04660	Tornado Black Panther	72	01/2012	Variante
06649	F-15 Eagle	100	10/2012	Easy-Kit Variante
00648	Kamov Hokum	100	10/2012	Easy-Kit Variante
04275	Boeing B747-8 Lufthansa	144	11/2012	Neuheit
04663	E-4B ACP	144	01/2012	Wiederauflage
03992	F-16C USAF	144	05/2012	Neuheit
04917	Focke Wulf Fw190 A-8	144	07/2012	Wiederauflage
04913	Hawker Hurricane Mk 1	144	07/2012	Wiederauflage
04915	Hawker Tempest Mk V	144	07/2012	Wiederauflage
04914	Hawker Typhoon Mk 1B	144	07/2012	Wiederauflage
04918	Junkers Ju 87B Stuka	144	07/2012	Wiederauflage
04916	Messerschmitt Bf 109E	144	07/2012	Wiederauflage
04919	Messerschmitt Me 262A	144	07/2012	Wiederauflage
04912	Supermarine Spitfire Mk 1	144	07/2012	Wiederauflage
06647	B737-800 Air Berlin	288	09/2012	Easy-Kit Neuheit
04659	Eurocopter EC135	32	08/2012	Neuheit
04412	SA330 Puma "Bundespolizei	32	06/2012	Wiederauflage, Matchbox
04652	Lynx Mk.88/HAS.Mk 3	32	08/2012	Neuheit
04898	Wessex HAS Mk 3	48	02/2012	Wiederauflage
04899	Sea King Mk 41	72	05/2012	Wiederauflage

Creative Models Limited

CREATIVE MODELS LIMITED

HBB80386 1:48
F4U-4 Corsair Early Version

HOBBY BOSS

MCR14656 1:144
Nakajima Ki-44 Shoki
(Code name Tojo)

MINICRAFT MODEL KITS

MCR14461 1:144
Eastern Airlines Electra 188

eduard

EDBIGSIN63201 1:32
Bf109E Set - Contains all of the resin and brass supplies for this particular kit

VALLEJO RAF SETS:

VAL71163 WWII RAF Desert Set
VAL71162 WWII RAF Day Fighters

Both sets contain 8 x 17ml Model Air Colours.

VAL71189 WWII British Aircraft Colours RAF/FAA

Set contains 16 x 17ml Model Air Colours

vallejo

VALLEJO RLM COLOURS:

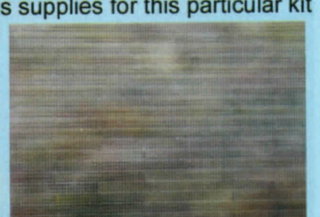
VAL71165 RLM I Colour Set
VAL71166 RLM II Colour Set
VAL71164 RLM III Colour Set

All contain 8 x 17ml Model Air colours.

VAL71192 RLM Colours Set

Set contains 16 x 17ml Model Air Colours

EDK7415 1:72 F6F-5 Hellcat



EDK8820 1:48 PSP Colour

EDK1160 1:48 I-16 Type 10 Over Spain

EDK8261 1:48 Bf109E-1

We Also Stock: Model Master, Heller, Airfix, Revell and many more....

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on the side

Cyber-Hobby

New 1/200 releases from this source continue apace:

CHC2015 XB-70A Valkyrie AV-1

CHC2014 Tupolev Tu-95MS Bear-H

Cyber-Hobby has given Dragon's earlier 1/200 kit of the Bear-H a new lease of life, including a brand new set of decals by Cartograf.

In 1/72, the Pearl Harbour 70th anniversary has inspired a brand new tooling of the Aichi Type 99 'Val' Dive-Bomber (CHC5045), with foldable wings, fully detailed engine and cockpit and markings for eight aircraft.

SAMI

Fisher Model

As a follow on to their giant F7U-3 Cutlass Fisher are releasing an F4D-1 Skyray, another radical jet fighter created in the 1950s, in their resin 1/32 range.

They are planning a Navy boxing and a Marines boxing, and will include drop tanks and Sidewinders as well as optional folded wings.

This will be followed by something completely different – a Ryan PT-22 Recruit, as their first WW2 subject. The PT-22 was the primary trainer for thousands of airmen and makes for a fascinating modelling subject. Parts will be included for both USAAC and US Navy versions

SAMI

This Month in Model Aircraft

THE LEADING HISTORICAL RESOURCE FOR MODELLERS
MODEL AIRCRAFT
Back to Bekaa
Airwar over Lebanon 1982
FRU Sea Hawk Conversion in 1/72
WWI in Focus German Seaplane Fighters Part 1
Wunderbomber Pt2 All the way to America
AIRWARS 200 Jets Inflicted a defeat of the first magnitude!
1/144 Scale Plans B-29
IPMS UK Monthly Update
Brabazon
Dassault Falcon 2000EX
Southern Superfortresses
Centennial 'G' EA-18G
Workbench Spanish Civil War Duo
sampublications.com
In association with:
Revell

Airwar over the Bekaa
By Anthony Tucker-Jones

World War I in Focus
German Seaplane Fighters Part 1
By Jack Herris

FRU Sea Hawks
Unique air-to-air colour photos and 1/72 conversion
By Matt Willis

Wunderbomber Part 2
The Ju 88D-1/trop 430650 in the National Museum of the US Air Force

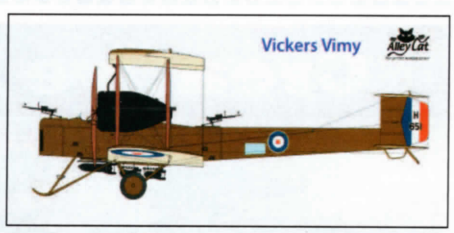
Dassault Falcon 2000EX

Brabazon
Amodel's latest Monster in 1/72

Centennial 'G'
Hasegawa's EA-18G Growler with a Difference

Workbench
Civil War Cartoons
Spanish Civil War types in 1/48
By Trevor Pask

Alley Cat



Updates received from Alley Cat:

1/48 Scale Vickers Vimy

Progress is being made on the Vimy and all being well the release date should be late January early February. The manufacturing will be done in small batches, but it will not be a limited run kit. However to assist with the initial release there is a pre-order option on the A2Zee Models website. The price will be £98.00 inclusive of UK VAT for all EU customers, for customers outside of the EU the price will be £81.66, both prices exclude shipping / mailing costs.

1/48 Scale WWI CMB Torpedo Boats

These are two more models from the T.C. Models range that will soon be released under the Alley Cat banner. There are two models based on a 40 ft single torpedo boat (model length approximately 260mm) and a 55 ft twin torpedo boat (model length approximately 350mm).

Sharp-eyed readers will observe that these are not aircraft, but the sympathetic scale warrants their inclusion here.

Teasers For Future Releases

A2Zee have provided some broad outlines for future releases:

1/72 resin based multi-media kits: these mainly involve general purpose, transport and airliner types aircraft, chiefly of British origin, 1945 - 1970

1/48 resin based multi-media kits: these fall into two distinct catergories - firstly WW II aircraft, mainly RAF types but not exclusively, and secondly 1950 / 1960 RAF and Fleet Air Arm aircraft, mainly jets

1/32 resin based multi-media kits: I have two aircraft in mind in particular, both WW II types one British and one German, single engine aircraft.

Alley Cat are moving away from general update and correction parts for injection kits and the focus going forward will be complete resin based multi-media kits or resin based conversions, such as the Canberra, Messerschmitt Bf 109, and FAW.1 Sea Vixen conversion where an entirely different version of a base kit will be enabled

SAMI

BRAND NEW TOOLING!

04670 Handley Page "Halifax" Mk.I/II

Actual model detail

Actual model detail

Actual model detail

Unsung Hero

1:72 Handley Page Halifax Mk.I/II

04670

The Halifax is considered to be one of the most famous British bombers of the Second World War, although it was later overshadowed by the Avro Lancaster. It began active service with RAF Bomber Command in 1941 and was flown over Europe, the Near and Middle East.

In addition to its role as a bomber, the Halifax was also used by RAF Coastal Command and Transport Command in the Near and Far East theatres, where it proved popular with air crews. The maximum bomb load was 5,900 kg.

This new Revell tooling includes a very detailed interior with accurate bomb bays, separate ailerons and landing flaps.

Model-details:

- Finely engraved surface detail
- Detailed bomb bay and payload
- Moving ailerons and landing flaps
- Authentic RAF decals

For more details on this brand new 1:72 scale model kit as well as the complete range of Revell products check out our International website at **www.revell.eu**

Available from branches of

MODELZONE hobby craft

and all good Toy & Hobby Stores.

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Build Your Dream!

580 Modellers

The Staffordshire Moorlands Show will enter its third year in 2012 and is always enjoyed by the 580 crew

Don't Look Back in Anger

Looking forward to the 2012 Show Season

BY GEOFF COOPER-SMITH

Bridlington & Wolds usually put on an immaculate and well organised display and so it follows that their first show should be equally so

With the 2012 show season about to get well underway the Editor and I thought that it would be better to look forward rather than maudlin, particularly as there is considerable evidence that things are on the up, in modelling and show terms that is. As publication of the provisional 2012 Show Calendar in Vol.18 issue 1 illustrated, the show scene is extremely vibrant, with something for the modeller – filled by air and military vehicle shows in the slacker summer months – on virtually every weekend. The presence of several new, and returning, shows has simply served to increase pressure on the calendar.

Firstly, Bridlington & Wolds Scale Model Club, stalwarts of the show scene, have decided to take the plunge and organise an inaugural 'East Riding Model Show'. This is to be held at the Driffield Show Ground on Sunday 2nd September, with an eye to the future as the owners of the site have plans for redevelopment, including the opening of a new purpose built activities and shows pavilion in early 2014, which sounds like it could be a wonderful future venue. 580 Modellers have undertaken to support this new show by attending and exhibiting and even though it is a good distance it looks an easy journey.

Secondly, Fenland & Spalding Model Club, also stalwarts of the show scene, are returning to the events calendar with their Wings & Things. Having 'taken a break' the club has decided to move to a new, larger venue and use the proceeds to support the Lincolnshire & Nottinghamshire Air Ambulance, which is very commendable and therefore warrants your support; unfortunately as the route planner shows it to be a journey of well over three hours the 580 will be unable to attend.

Thirdly, three 'biggies' slipped through the 2012 Model Show Calendar 'net',and I am sure that more will come to light over the next few months. The excuse (which I hope the Editor believes, but you never know as he tends to

IPMS Coventry & Warwick show at the Midland Air Museum usually provides good weather and a chance to study subjects first hand

UK 2012 SHOW DIARY

Compiled by Geoff Cooper-Smith of 580 Modellers

Sunday 05th February

Model Kraft 2011

Presented by Milton Keynes Scale Model Club at Stantonbury Leisure Centre, Milton Keynes, MK14 6BN from 10am to 4pm. Admission is £4 adult, £2 senior citizens, children are free. Refreshments and competition.
Contact: Nicholas Bavington on 07921 459305 or see www.mksmc.co.uk for further details.

Saturday 11th February

South West Model Show

At the Fleet Air Arm Museum, RNAS Yeovilton, BA22 8HT from 10am. Normal museum admission prices apply. Includes radio controlled flying display.
Contact: Tracy Ufnowski on 01935 842614 or see www.fleetairarm.com for further details.

Saturday 11th February

Nottingham MAFVA Open Day

At the Community Room, Highfields Fire Station, Hassocks Lane, Beeston, Nottingham, NG9 2GQ from 09.30am to 4pm. Refreshments available.
Contact: Colin Rosenwould on crosenwould@googlemail.com for further details

Sunday 19th February

Huddersfield 2012

Presented by IPMS Wakefield & District at Huddersfield Sports Centre, Southgate, Huddersfield, HD1 1TW from 10am to 5pm. Admission is £3 adult, £1 concessions.
Contact: Geoff Milnes on 07879 446554, Alan Paul on 07811 358355 or e-mail Huddersfieldshow@gmail.com for further details.

Saturday 25th February

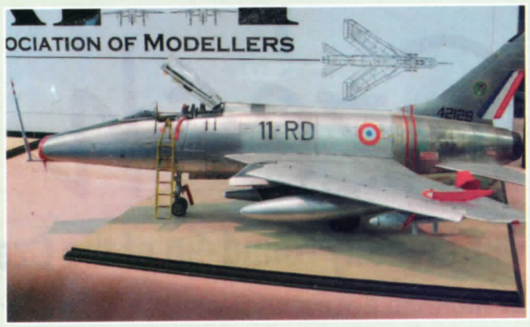
On Track 2012

At The Leas Cliff Hall, Folkestone, CT20 2DZ from 10am to 5pm. Admission is £5 adult, children are free.
Contact: Matador Enterprises Ltd on 01425 628219 (fax only) or e-mail on.track@live.co.uk.

believe in the unbelievable and inherently mistrust the blindingly obvious…) is that these are Exhibitions of Engineering presenting the whole range of activities encompassed by this term, with fine scale plastic modelling included in the gamut. In addition to the previous shows held in London (Alexandra Palace from Friday 20th January to Sunday 22nd January) and the Midlands (Warwickshire Exhibition Centre, Nr Leamington Spa from Wednesday 17th October to Sunday 21st October) there is to be a new Northern Modelling Exhibition held at EventCity, which is a newly opened venue adjacent to the Trafford Centre, Manchester from Friday 02nd March to Sunday 04th March. Even though I live in Greater Manchester I was unaware of this new venue, but a quick perusal of the Web reveals it to be 'the second largest exhibition space outside London, offering over 28,000sqm of exhibition space spread over four halls, immediate access to the motorway network and just minutes from Manchester city centre and airport'. It also has unloading bays for HGVs, a coach park for over sixty vehicles and over 3,000 car parking spaces; sounds like an ideal venue for Scale ModelWorld should it ever outgrow the Telford International Centre!

The Fenland & Spalding stand always contains an array of exceptional models and so their returning 'Wings & Things' should give them plenty more opportunity to show what they are capable of

580 are looking forward in earnest to the coming season. This includes the larger shows at Cosford, for its all round ambience, Hinckley, always abuzz, and Newcastle, to ogle club displays we don't see at other shows, as well as the smaller shows, which are the lifeblood of the whole movement; Gloucester (where Jeff Brown admits 'I have the ideal face for radio'), Crewe, for the sheer variety, and Lincoln, held at Southwell Racecourse where admission is free and the food and beer truly exceptional, particularly when taken in the leather armchairs which populate the lounge area. And the medium size shows must not be forgotten either as these are neither 'wannabes' nor ailing larger shows, but content to be as they are; Birmingham, now in its second year following re-launch, Sutton Coldfield, which is always memorable for the palatial venue, and Huddersfield - probably the busiest and most popular show in the North.



At a show: find out that there are actually umpteen different ways of getting that authentic looking metal finish

If you would like to try the model show scene by exhibiting or displaying then that is just what 580 modellers have been set up to facilitate. Whether simply your local show or possibly over a series of shows come and 'have a dabble' with us. You will be made welcome and probably learn more about model building during the few hours of a show than several years locked away in a room. There are usually lashings of ginger beer to…

For more information on 580 Modellers contact Geoff Cooper-Smith on 07771 355400 or *caccoopersmith@btinternet.com*

SAMI

Sunday 26th February

The South Cheshire Militaire

Presented by South Cheshire Military Modelling Club at The Oakley Centre, Crewe, CW1 2PZ from 10am to 5pm. Admission is £3.50 adult, £1.50 under 16 and over 65. Disabled access, refreshment, snacks and hot meals, open competition, full size exhibits and radio controlled displays. Contact: Phil on 01270 256880 or e-mail show@southcheshiremilitaire.co.uk for further details.

Friday 2nd March to Sunday 05th March

Northern Modelling Exhibition

At EventCity, Phoenix Way, Barton Dock Road, Urmston, Manchester, M41 7TB from 10am to 5pm. Admission is £8.00 adult, £7.00 senior citizens & students, £3.00 child, with family tickets also available and discounts for advance purchase. Free parking.
See www.northernmodellingexhibition.co.uk for further details.

Saturday 3rd March

2012 East of England Model Show

Presented by the Greater Peterborough Model Club at Peterborough Town Hall, Peterborough, PE1 1QT from 10am to 4pm. Admission is free. Contact: Ken Almen on 01733 321617 or e-mail greaterpeterboroughmodelclub@msn.co for further details.

Saturday 3rd March

North Somerset Model Show

Presented by North Somerset Modellers Society at The Campus, Locking Stumps, Weston-super-Mare, BS24 7DX from 10am to 5pm. Admission is £2 adult, £1 child, £1.50 concessions. Free parking, modelling competition. Contact: Dave Perry on 01761 462864 (exhibitors) or Darren Poyser 01934 516756
(Traders) for further details.

Sunday 11th March

Shuttleworth Scale Model Exhibition

Old Warden Aerodrome. Contact 01767 627909 www.shuttleworth.org.

Sunday 18th March

East Midlands Model Show

Presented by the East Midlands Model Club at the Hinckley Leisure Centre, Hinckley, LE10 0JR from 10am to 4.30pm. Awaiting confirmation of prices for admission. Free parking, disabled access, refreshments and open competition.
Contact: info@eastmidsmodelclub.co.uk for further details.

Saturday 24th March and Sunday 25th March

Southern Expo 2012

At the Hornchurch Sports Centre, Harrow Lodge Park, Hornchurch Road, Hornchurch, RM11 1JU from 10am to 5pm (4pm on Sunday). Admission is £3 adult, £2 senior citizens and £1 child. Free parking, competition on the Sunday, special edition Battle of Britain decals available.
Contact: Peter Bagshaw on 01708 726102 or Robin Bellamy on 01708 376508 for further details

Saturday 31st March

South Devon Model Extravaganza

Presented by IPMS Dartmoor and the South Devon Modellers at the Ashmoor Recreation Centre, Ballard Lane, Ashburton, TQ13 7EW.
Contact: ipmsdartmoor@gmail.com for further details.

Sunday 01st April

Shropshire Model Show

Presented by the Shropshire Scale Modellers at the RAF Museum Cosford, Shifnal, Shropshire, TF11 8UP.
Contact: Gary Stevens on 01939 270481 for further details.

Saturday 14th April

Sword & Lance 2012

Presented by the Darlington Military Modelling Society at Darlington College, Haughton Road, Darlington, DL1 1DR (new venue).
Contact: Colin Holmes on 01325 489801 for further details.

Saturday 14th April

Annual Poole Vikings Model Show

Presented by Poole Vikings Model Club at Parkstone Grammar School, Sopers Lane, Poole, BH17 7EP.
Contact: Sue Meadowcroft on 07522 529867 for further details.

Sunday 15th April

Automodellismo

Presented by Little Cars at Hanslope Village Hall, Newport Road, Hanslope, MK19 7NZ from 10am to 4.30pm.
Contact: Paul Fitzmaurice on 01234 711980 for further details.

Saturday 28th April

Plymouth Model Show

At the Plymouth Guildhall, Guildhall Square, Plymouth, PL1 2AA.
Contact: David Watson on 01752 518287 for further details.

At a show: Lots of ancient and rare plastic that cannot be found anywhere else, including the Web!

At a show - camaraderie and enthusiasm shared (that's one all Chris Ayre!)

Czech Out!

Our monthly round-up of the Czech model scene

BY RICHARD BOLINGBROKE

In association with CMK

on the side

Eduard

Biggest news this month from Eduard is the approach of the 1/48 Bf 109E-1, a kit that has heads shaking in wonder in a sort of 'do we really need another' sort of way. Probably, in fact, we do, if you take time to examine available kits closely – certainly if it is going to be up to the usual standard from this source.

New releases for the immediate future include a limited edition reboxing of the 1/48 Academy Su-27 (#1167),

while the next 1/144 MiG-21 set is also due. The first 'new age' Eduard 1/144 release, the MiG-21MF, has had a good reception. This January release represents the long-range MiG-21SMT version, used by the Soviets in the early years of the Afghanistan conflict. The kit uses identical parts to the previous kit, and offers five marking options. Eduard have added instrument panel and the side consoles to the decal sheet, which will be of enormous benefit in this scale. The next 1/144 Dual Combo kit, the MiG-21BIS, will be released in April 2012.

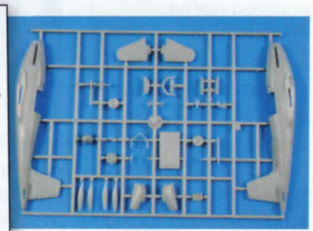
Also due next month are the P-39N Airacobra Weekend Edition (#84163) in 1/48, and the Hellcat Mk I/Mk II (#7078) in 1/72.

SAMI

MPM

MPM have some releases out under the Special Hobby branding this month that will really raise eyebrows. Just when you had forgotten the type ever existed, Alley Cat brought you a Balliol trainer in 1/72… Now we have another, with two new toolings courtesy of the Czech powerhouse.

#SH72234 Boulton & Paul Balliol T.2
#SH72236 Boulton & Paul Sea Balliol T.21



After the end of World War 2 the British Air Ministry issued specifications calling for advanced two-seat trainer aircraft to replace the obsolete US Harvards (Texan) in both RAF and FAA service. The original specifications called for a turbo-prop engine but later amendments called for the Merlin. The competition was won by Boulton & Paul with their Balliol/ Sea Balliol aircraft. The Balliol T.2 was produced for RAF. This version was also exported to Sri Lanka (Ceylon). The T.21, with naval equipment, arrestor hook and foldable wings, was produced for the FAA. The Balliol was an interesting machine with laminar wing profile, and pilots seated side by side under a large canopy. Balliols served until the beginning of the 1960s when they were replaced by jet trainers.

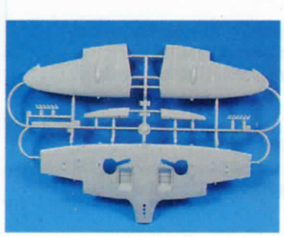
The kit contains two sprues with grey plastic parts, injected canopy, and detailed resin and photo-etched parts. Decals included offer markings for four aircraft.

In the larger scale we will see a new version of the 1/32 Rata, #SH32042 Polikarpov I-16 Chinese & Japanese Markings. China used I-16s until 1942, while the Japanese happened to seize one aircraft during the Nomonhan conflict and subsequently tested it on the Japanese mainland. Decals included offer three machines in Chinese markings and one Japanese aircraft.

Looking ahead we will be seeing the 1/48 Supermarine Seafire Mk XV in two different boxing, while the Firefly range, also in 1/48, is making good progress.

MPM's stand at Nuremburg should prove very interesting this year!

SAMI



The Coolest Stuff! @ The Best Prices!

Aires 1/48 Resin Details

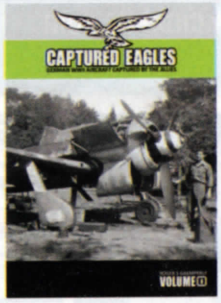
AI484501	MiG-17F Fresco C Wheel Bay (HBY)	$16.00
AI484502	A-7E Corsair II (Early) Cockpit (HBY)	$16.00
AI484503	Arado Ar 196A-5 Cockpit (ITA)	$28.00
AI484506	Typhoon Mk IB Gun Bay (HAS)	$16.00
AI484508	A-7E Corsair II Late Cockpit (HBY)	$16.00
AI484511	MiG-21MF Cockpit (EDU)	$16.00
AI484512	MiG-21 Wheel Bay (EDU)	$12.25
AI484517	F-14A Exhaust Nozzle Closed (HBY)	$19.75
AI484519	F-14A Cockpit (HBY)	$28.00
AI484521	He 111H-4 Interior (RMX)	$48.75
AI484523	F-14A Cockpit (ACY)	$28.00
AI484528	Me 262A Cockpit (HBY)	$16.00
AI484529	F3H-2 Cockpit (HBY)	$16.00
AI484530	F3H-2 Electronic Bay (HBY)	$12.25
AI484532	F3H-2 Speed Brakes (HBY)	$12.25
AI484533	Yak-38 Variable Exhaust Nozzles (HBY)	$12.25

AZ Models 1/72 Aircraft

AZM73036	Supermarine Spitfire Mk.VB	$28.00
AZM73039	MiG-17PF Warsaw Pact	$34.00
AZM73041	Martinsyde F.4 Buzzard RAF	$28.00
AZM73046	Super Mystere B.2 French AF	$30.00
AZM73047	Super Mystere B.2 Tiger meet marking	$30.00
AZM73050	Mystere B.2 IAF	$30.00
AZM73051	Mystere B.2 IAF with P&W engine	$30.00
AZM73052	LET L-200A/D Morava 'Military' service	$30.00
AZM73053	Spitfire F Mk.22 'Special'	$29.00
AZM73059	Mitsubishi Ki-30 'Ann' Japanese Air Force	$30.00
AZMS7203	Spitfire Mk.21 with 5-bladed prop w/resin & PE	$26.00
AZMS7204	Spitfire Mk.21 (contra-rotating prop) w/resin & PE	$26.00
AZMS7205	Spitfire F.Mk 14e w/resin & PE	$26.00

Eagle Editions 1/72 Decals 'EagleCals'

EED72114	Spitfire Mk IX Part 1	$9.25
EED72115	Spitfire Mk IX Part 2	$9.25
EED72116	Spitfire Mk IX Part 3	$9.25
EED72119	Messerschmitt BF 110C/D Part 3	$9.25
EED72124	FW 190 Doras: Rudel and MORE!	$9.25
EED72125	FW 190 Doras: Captured and MORE!	$9.25
EED72126	FW 190 Doras	$9.25
EED72127	Me 262 A-1a	$9.25
EED72132	Messerschmitt Bf 109G-6	$9.25
EED72133	Focke-Wulf Ta 152H Part 1	$9.25
EED72134	Focke-Wulf Ta 152H Part 2	$9.25
EED72135	Messerschmitt BF 109F-2 Part 1	$9.25
EED72136	Messerschmitt BF 109F-2 Part 2	$9.25
EED72137	Messerschmitt BF 109F-2 Part 3	$9.25
EED72138	Me 262 As of KG(J) Units	$9.25
EED72139	P-51D Part 1	$9.25
EED72140	P-51D Part 2	$9.25
EED72141	P-51D Part 3	$9.25
EED72142	P-51D Part 4	$9.25



Vintage Eagle Pubs Captured Eagles #1 $39.50 - NEW!

AZ Models 1/48 Saab Tunnan $76.50

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SCV48147	Kyushu Shinden (HAS)	$11.25
SCV48148	F4U Corsair (Main/Nose/Hook) (HAS)	$11.25
SCV48149	Spitfire Mk.XII/Seafire F.XVII (AFX)	$10.50
SCV48150	F3H Demon (Main/Nose) (HBY)	$12.75
SCV48151	Tempest Mk.V (EDU)	$10.50
SCV48153	Yak-38 Forger (HBY)	$12.75
SCV48154	P-61 Black Widow (GWH)	$12.75
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on the side

Miniwings

Following the excellent Lansen, the next new resin tooling from Miniwings is an Avro Canada (#057). Also announced is a DHC Beaver, also in 1/144.

SAMI

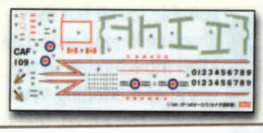
Lockheed CP-140 Aurora

Lockheed CP-140 Aurora

TECHNICAL DATA	
Scale: 1/144	Kit No: 52084
Price: ¥1,280	Decal Options: 1
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 69, Clear 7	Manufacturer: Arii
Available from www.hlj.com	

HLJ offer various boxings of the Arii Orion, this present item having passed out of stock, but others are available. It's a nice kit, although a little dated and the heavy transparency will need the 'improper' treatment to get it faired in. The only game in town in 1/144, and an eminently buildable kit of a much overlooked aircraft.

SAMI



Saab J-32 Lansen

TECHNICAL DATA	
Scale: 1/144	Kit No: 055
Price: £22.50 US$33.00	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 23, Clear 1	
Manufacturer: Miniwings	
UK Importer: Hannants	
US Importer: Nostalgic Plastic	

F-86D Sabre

This latest from Ozmods includes an injection moulded canopy and decals for US and Yugoslavian-operated machines.

SAMI

F-86D Sabre

TECHNICAL DATA	
Scale: 1/144	Kit No: 14414
Price: Aus$14.95	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 28, Clear 1	Manufacturer: OzMods
Available via: OzMods Scale Models, PO Box 11, Harlaxton, QLD 4350, Australia, Telephone: (07) 4696 8823	
ozmods@bigpond.net.au	www.ozmods-kits.com

Rumpler C.IV Early

TECHNICAL DATA	
Scale: 1/32	Kit No: 32023
Price: US$89.00	Decal Options: 5
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 264, Clear 3, Etched 12	
Manufacturer: Wingnut Wings	
Available from www.wingnutwings.com	

de Havilland Vampire FB Mk 5

TECHNICAL DATA	
Scale: 1/48	Kit No: 4806
Price: £45.00 US$TBC	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 26, Clear Resin 5, Metal 7, Etched 19, Nose Weight, Canopy Masks	
Manufacturer: Alley Cat	
Available from www.a2zeemodels.co.uk	

de Havilland Vampire FB Mk 5

TECHNICAL DATA	
Scale: 1/48	Kit No: 4807
Price: £45.00 US$TBC	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 26, Clear Resin 5, Metal 7, Etched 19, Nose Weight, Canopy Masks	
Manufacturer: Alley Cat	
Available from www.a2zeemodels.co.uk	

A-10A USAF 51st FW 25th FS

This is a limited issue reboxing of the Arii kit, with tasteful lo-viz decals and enough armament to feed the five thousand. Two complete kits and decals provided.

SAMI

A-10A USAF 51st FW 25th FS

TECHNICAL DATA	
Scale: 1/144	Kit No: 62165
Price: ¥1,280	Decal Options: 1
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 60, Clear 1 x 2	
Manufacturer: Arii	
Available from www.hlj.com	

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FE.2b Early

Wingnut Wings' new releases are two versions respectively of the FE.2b and Rumpler C.IV. The FE.2b was one that had been on the radar but the Rumpler came as a bit of a surprise, with many modellers wondering what has happened to the Fokker D.VII. I hope people are not too disappointed as the Rumpler is a stunning kit with lots of extras...

The main differences between the early and late versions, apart from the markings, with the FE.2b consist of different undercarriage configurations. The early version has the outrigger wheel at the front and the Trafford Jones modification, which removed the outrigger wheel and connected the rods which carried it to the nacelle. The later version has the V-strut bomber style undercarriage.

The main differences between the Rumplers concern the nose, the early having a spinner and the later version not. The extras sprue with the Rumpler is a real bonus, containing chocks, ladders, tail support, a variety of cameras and even a teddy bear mascot, which of course can be used with any model.

FE.2b Early

TECHNICAL DATA	
Scale: 1/32	Kit No: 32014
Price: US$89.00	Decal Options: 5
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 359, Clear 7, Etched 12	
Manufacturer: Wingnut Wings	
Available from www.wingnutwings.com	

As we have come to expect from Wingnut Wings the decal sheets for the models are amazing, featuring the most exquisite detail on even the smallest dial or logo. Each model has five options, all researched to the best of the company's ability, and if there is any doubt about a marking options are provided to leave the choice to the individual modeller. The instruction books accompanying each of these kits are mini reference works in their own right. The FE.2b books are liberally illustrated with colour photos of the Vintage Aviator replica and in the late boxing there are detail views of the Hendon FE.2b. The Rumpler book has mostly period black and white images as the Rumpler preserved at the German Air Museum in Munich is not in representative condition.

The design makes these kits suitable for all but the absolute beginner and an ideal introduction to the world of modelling WWI aircraft. The FE.2b, due to the incredibly complex rigging, is very much for the more experienced modeller but will look absolutely stunning when built and if the standard of finish at this year's Nationals at Telford is anything to go by next year's competition should be a joy to behold. The only problem is I am still working my way through the last batch!

Tim Upson-Smith

SAMI

EA-18G Growler

TECHNICAL DATA	
Scale: 1/72	Kit No: 01568
Price: US$35.00 £TBC	Decal Options: 2
Panel Lines: Recessed	Status: Revised Issue
Type: Injection Moulded Plastic	
Parts: Plastic 174, Clear 3	
Manufacturer: Hasegawa	
UK Importer: Amerang	US Importer: Hobbico

Douglas VC-118

TECHNICAL DATA	
Scale: 1/144	Kit No: 302
Price: £21.99 US$29.69	Decal Options: 3
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 52, Clear 7	Manufacturer: Roden
UK Importer: Pocketbond	US Importer: Squadron

FE.2b Late

TECHNICAL DATA	
Scale: 1/32	
Kit No: 32025	
Price: US$89.00	Decal Options: 5
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 339, Clear 7, Etched 12	
Manufacturer: Wingnut Wings	
Available from www.wingnutwings.com	

Weapons Set 2

TECHNICAL DATA	
Scale: 1/144	Kit No: 144011
Price: ¥960	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: injection Moulded Plastic	
Parts: Plastic 56	Manufacturer: Pit Road
Available from www.hlj.com	

Weapons Set 2

This nicely tooled set of 1/144 aircraft weapons includes four pieces each of AIM-9L Sidewinder, AIM-132 ASRAAM, IRIS-T, Storm Shadow and Taurus missiles, plus eight AIM-120 AMRAAM and METEOR missiles. Decals are supplied.

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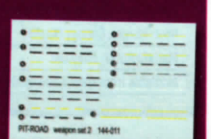


F-22 Raptor Eggplane

TECHNICAL DATA	
Scale: N/A	Kit No: 60127
Price: US$TBC £TBC	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 18, Clear 1	Manufacturer: Hasegawa
UK Importer: Amerang	US Importer: Hobbico

Rumpler C.IV Late

TECHNICAL DATA	
Scale: 1/32	Kit No: 32037
Price: US$89.00	Decal Options: 5
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 256, Clear 3, Etched 12	
Manufacturer: Wingnut Wings	
Available from www.wingnutwings.com	

Bechcraft D17S Staggerwing

TECHNICAL DATA	
Scale: 1/48	Kit No: 446
Price: £37.99 US$47.69	Decal Options: 3
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 52, Clear 7	Manufacturer: Roden
UK Importer: Pocketbond	US Importer: Squadron

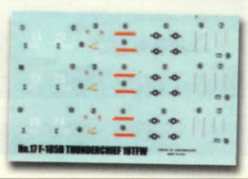
F-105D Thunderchief

TECHNICAL DATA	
Scale: 1/144	Kit No: 62167
Price: ¥1,280	Decal Options: 1
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 29, Clear 1 x 3	
Manufacturer: Arii	Available from www.hlj.com

F-105D Thunderchief

Triple the trouble! Arii's kit has stood the test of time, although the total lack of a cockpit will need to be addressed. Three complete kits are provided in this limited edition boxing.

SAMI



Creative Models Limited Times

A SELECTION OF NEW RELEASES NOW AVAILABLE FROM CREATIVE MODELS

AH-64 Apache Easy Kit

TECHNICAL DATA	
Scale: 1/100	Kit No: 06646
Price:	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 26, Clear 1	
Manufacturer: Revell GmbH & Co. KG	
UK Importer: Revell UK	
US Importer: Revell-Monogram	

BAe Harrier GR.9

TECHNICAL DATA	
Scale: 1/100	Kit No: 06645
Price:	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 36, Clear 1	
Manufacturer: Revell GmbH & Co. KG	
UK Importer: Revell UK	
US Importer: Revell-Monogram	

MiG-21Bis

TECHNICAL DATA	
Scale: 1/48	
Kit No: 8232	
Price: £34.99 US$59.95	Decal Options: 6
Panel Lines: Recessed	Status: Revised Issue
Type: Injection Moulded Plastic	
Parts: Plastic 404, Clear 23, Etched 73, Paint Masks	
Manufacturer: Eduard	
UK Importer: Creative Models	
US Importer: Squadron	

Handley Page Halifax B Mk I/II/GR.II

TECHNICAL DATA	
Scale: 1/72	Kit No: 04670
Price: £19.99 US$35.00	Decal Options: 6
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 293, Clear 45	
Manufacturer: Revell GmbH & Co. KG	
UK Importer: Revell UK	
US Importer: Revell-Monogram	

F6F-3 Hellcat Weekend Edition

TECHNICAL DATA	
Scale: 1/72	
Kit No: 7414	
Price: £9.99 16.95	Decal Options: 1
Panel Lines: Recessed	Status: Revised Issue
Type: Injection Moulded Plastic	
Parts: Plastic72, Clear 1	
Manufacturer: Eduard	
UK Importer: Creative Models	
US Importer: Squadron	

Bf 110C/E in MTO

TECHNICAL DATA	
Scale: 1/48	
Kit No: 1164	
Price: £36.99 US$59.95	Decal Options: 5
Panel Lines: Recessed	Status: Revised Issue
Type: Injection Moulded Plastic	
Parts: Plastic 249, Clear 13, Etched 85, Resin 10	
Manufacturer: Eduard	
UK Importer: Creative Models	
US Importer: Squadron	

Spad XIII (late)

TECHNICAL DATA	
Scale: 1/48	Kit No: 04657
Price: £11.99 US$24.98	Decal Options: 2
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 84, Clear 2	
Manufacturer: Revell GmbH & Co. KG	
UK Importer: Revell UK	
US Importer: Revell-Monogram	

Gloster Meteor Mk 4

TECHNICAL DATA	
Scale: 1/72	Kit No: 04658
Price: £11.99 US$29.98	Decal Options: 2
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 74, Clear 2	
Manufacturer: Revell GmbH & Co. KG	
UK Importer: Revell UK	
US Importer: Revell-Monogram	

CAC Boomerang

SPECIAL HOBBY 1/72
BY BRIAN DERBYSHIRE

The Boomerang 'emergency fighter' used existing Wirraway (and other) parts. It was very successful ... as an Army Co-op type! The kit is to Special Hobby's usual standard, needing serious thinning-down of trailing edges and a lot of care, but with excellent surface and general detail (including canvas cannon-barrel covers.) The canopy is excellent too.

Instructions are exploded diagrams with part numbers and leader lines, clearly printed. More precision about how the very detailed cockpit interior goes together would have been useful, though, as well as some ideas about stencil location!

CAC CA-12 Boomerang

TECHNICAL DATA	
Scale: 1/72	Kit No: 72044
Price: £13.20 US$21.00	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 52, Clear 4	
Manufacturer: Special Hobby	
UK Importer: Hannants	
US Importer: Roll Models	

Construction

The Wirraway-style framing was in much better register and quite easy to fit, though some shaving of the fuselage interior was needed to allow the halves to close. We must also scratch-build the engine pushrod tubes - perhaps it made toolmaking easier for the exceptional cylinder finning? Fit is quite good generally, but the leading edge, undercarriage wells and wing root need work.

I marked up a paper template from the canopy and from this made a master from which a wrap-around scallop set was vacformed. The wheel door upper edges need trimming (parallel to lower edges) and the leg doors must be replaced by thin card - the excessively thick kit items take up a very peculiar angle.

Colour Options

Four aircraft are covered, from all periods of use. This is the original smooth-exhaust-piped CA-12, so the emphasis is on straight fighters:

1. *A46-62/R Sleepytime Girl in Foliage Green/Earth Brown/Sky Blue, from 84 Sq. April 1943. One of the first Boomers in use and with the whole West coast to defend! No wonder 84 wax-polished their mounts*
2. *Similarly finished in July 1943 was A46-93 QE-S, which joined 4 Sq. in New Guinea to escort their Wirraways*
3. *A46-95 also served in 4 Sq. before being passed on. By December she was 8 CU's 'ZA-O' with white trim*
4. *A46-52 was repainted on overhaul into the late-war Foliage Green/ Sky Blue scheme and served with 83 Sq. on the North coast as MH-E.*

Transfer quality is excellent, but the fuselage roundels (specified as 27.5" diameter on Boomerangs) are slightly small. The codes and serials look dark on the sheet, but they're fine on the model. Half the sheet is stencils; but not even Kookaburra's monograph told me where to put them, and they don't show on any of my photos. Spares box!

Conclusions

Another winner. Accuracy is excellent, except for missing torque links, missing scallops under the rear-view windows, and the over thick and mis-shaped undercarriage doors. For half the effort needed to refine Airfix's chunky old stager, you can produce a gem.

SAMI

F6F Hellcat

A Junior Modeller's Perspective

THE HOBBY COMPANY 1/72
BY DANIEL FARROW

The Hellcat is one of the most popular World War 2 US Navy planes in history, and with a decent price tag this reissue should be popular with everyone. The kit consists of two soft plastic sprues and one clear.

Construction

I started with the cockpit, where the small and rather fiddly cockpit tub gives limited detail. You could use Italeri's oversized decals for the cockpit but I opted for hand painting. One good thing about this area is that the seat has moulded in seatbelts.

After a disappointing first few steps you then have to make a decision about which version you are going to do. I chose the classic US Navy version over the French and British. If you pick the US F6F-3 option you have to open up holes for the windows at the back of the cockpit and insert two clear pieces, which didn't fit very well because I cut the holes a bit too big. This step isn't very hard as the plastic is thin and soft.

You can then join the two fuselage halves, which amazingly need no filler. Once I had dealt with some nasty seam lines, I started the painting process. I then painted the wheel wells and masked them off with Blu Tack so none of the overspray would get in. Once you have glued the wings to the fuselage you must check the joins where the fuselage meets the wings, because in some places it needs filler.

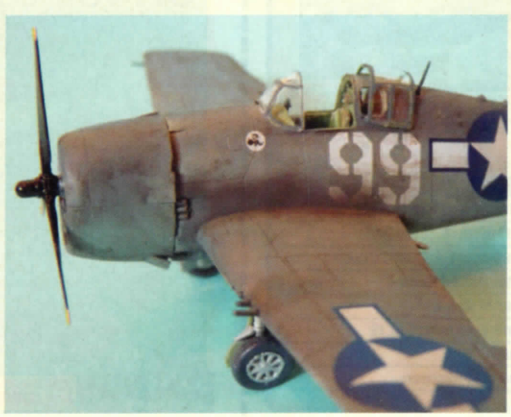
Next I decided to have the flaps down, which is a nice little touch with this kit. I then painted the engine with Tamiya Gun Metal and opened the engine cowls.

F6F-3/5 Hellcat

TECHNICAL DATA	
Scale: 1/72	Kit No: 1305
Price: £9.99 US$22.00	Decal Options: 4
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 66, Clear 5	Manufacturer: Italeri
UK Importer: The Hobby Company	
US Importer: MRC	

Colour Options

I primed the whole model and pre-shaded the underside. Then I painted the underside white with a bit of grey added to the mixture. I moved onto the main colour, and it took ages to mix up a custom selection of greys and blues but I finally settled with one and painted the top half of the model in this colour. The model was almost finished when I remembered that I had forgotten to do the undercarriage, so I painted the legs with aluminium and added all the necessary parts, finishing off with a dark wash. The model got a clear gloss coat and I moved on to the decals. These go on very well and are a nice ending step to this model.



Finally a dark wash was added and the weathering began. In lots of references the US Navy Hellcats look heavily weathered, so to achieve this effect I created a nice dirty mix of browns, greys and blacks for gun and engine burns, and also for post shading of the underside.

Conclusion

Overall this model meets all the criteria a good model should. It is easy and fun to build and last of all it is in a good price range. It is also a good choice for anyone wanting to scratch build additional detail. I had never built an Italeri model before, and I hope to make more.

SAMI

Mitsubishi Ki-20 Ann

AZ MODEL **1/72**

BY PATRICK MIZGALA

The Mitsubishi Ki-30/type 97 was developed in response to a May 1936 Imperial Japanese Army specification to replace the Kawasaki Ki-3 light bomber with an indigenous design. Mitsubishi and Kawasaki were requested to build two prototypes each by December 1936.

The first Mitsubishi prototype flew on 28 February 1937 powered by a Ha-6 radial. Originally designed with retractable main landing gear, wind tunnel tests indicated that the gain in speed was minimal due to the landing gear's extra weight and complexity and a fixed arrangement with spatted main wheels was chosen instead.

The Chinese Communist Air Force operated three captured Ki-30s as trainers until the early 1950s, and this kit offers decals for this option.

Mitsubishi Ki-30 Ann Type 97 China AZ7367

TECHNICAL DATA	
Scale: 1/72	Kit No: AZ7367
Price: TBC	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 42, Clear 1, Resin 5	
Manufacturer: AZ Model	UK Importer: Hannants
US Importer: Roll Models	

Construction

A quick breakdown of parts reveals forty two plastic on two sprues, five resin, and three decal options. The kit has nicely engraved panel lines, tiny rivets, and no locating tabs or pips - butt joints only. My kit showed up with no transparent sprue (Found it under Trent's Previews desk last week – Editor). Thanks to the quick delivery from Filip at AZ I had it in about ten days!

I started by sanding all the mating surfaces and spraying JAF Interior Green in the cockpit area using Model Master German Olive Green, and after the interior was dry the low relief sidewall detail was painted charcoal grey and dry brushed. The seats were painted and chunks of sprue added on the bottom to adjust the height and masking tape seatbelts added. The instructions are a bit vague as to where to put the floor and bulkheads assembly so it was set into the fuselage loose and then the two halves glued together. With the floor free floating I could determine the correct sit. Before gluing the cowling and engine I pushed a little Blu Tack under the floor to hold it in place and dribbled a little superglue underneath.

The cowling comes in two parts which line up very nicely once you figure out how to hold them together and glue at the same time. I sanded off my fingerprints more than once. The cowling and resin engine had to be thinned a bit to fit together, and I needed to thin the rear of the cowling quite a bit to fit it over the fuselage.

On to the spats. The two parts each went together with no problem, except the location according to the instructions. The sheet shows the gear about 3-4 mm too far back. Go with the box art - because mine are wrong.

The tail fin, stabilizers and wings were a pretty good match for butt joints. A little filler and sanding and all was nicely cleaned up.

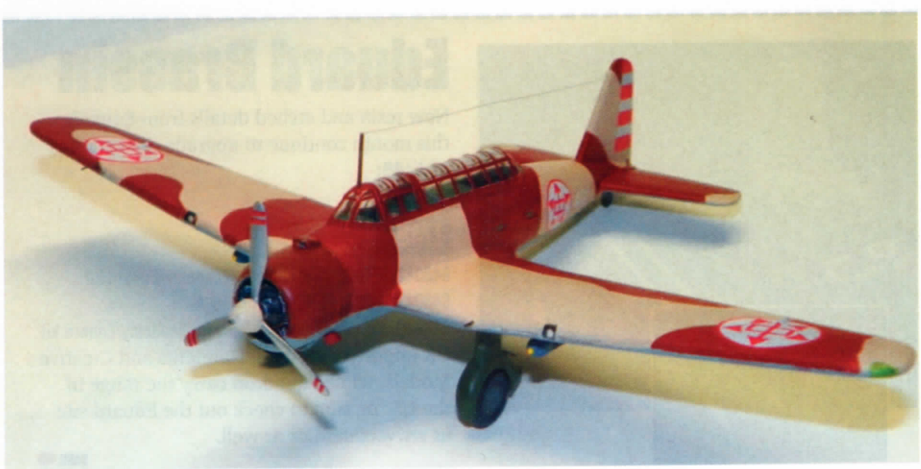
Colour Options

Three options are given, all post war Chinese. The first two are brown and dark green while the third is a three tone camo. I had problems with my choice of paints on this option so left off the green in the end. The decals went on well, but, as with other AZ models they stick really fast and quick. Something I should have done but did not, was to create a white disc behind the national markings, otherwise they are very nice and thin.

Conclusion

I ran into a number of issues with this kit, but all of my own making. As with all limited runs, just test fit and take your time. I really like the look of the plane itself, but then I like off the wall aircraft anyway. Many thanks to Filip at AZ for the replacement canopy, which made it half way round the world in very good time. AZ's Ki-30 is a great addition to their catalogue of lesser-known Japanese types in 1/72.

SAMI



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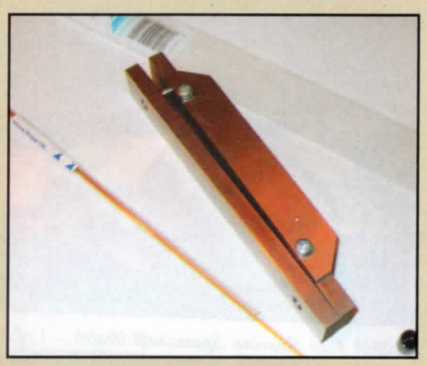
on the side

Albion Alloys

Passed for testing at Telford was this prototype strut maker from the masters of precision rod and tubing, Albion Alloys. The basic principal is that you take some of their thin walled brass tube, insert a length of finer brass rod and then place this combination between the



two sections and then squeeze in your vice until the desired shape is achieved. A quick test has shown that the device works. I will report more fully when I have used it for making the struts on a forthcoming project...

Watch this space.

Thanks to Albion Alloys for allowing us to test this prototype.

Tim Upson-Smith

SAMI

PJ Productions

If you've a 1/48 Avenger, Helldiver or Corsair on the pending pile you may be interested in PJ Productions latest set, which supplies four US Navy deck crew in the process of loading a 250lb bomb. The figures are nicely animated and you get a good sense of the weight of the weapon, while a small bomb cart is also included.

1/48

US Navy Ordnance men and Bomb Cart

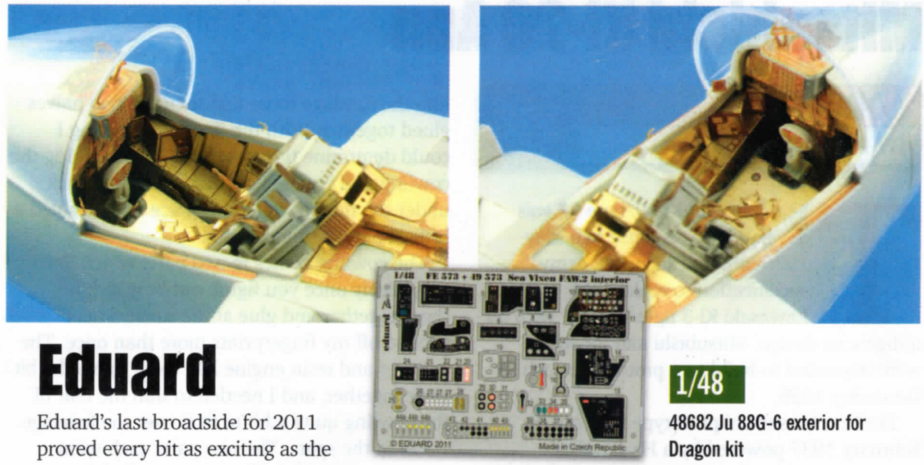
Product No: 481122 *Price: £16.20*

Conclusion

As usual these are neatly cast with only minimal preparation required before painting and they will certainly add a sense of scale to your model.

In the UK all of the PJ Productions range is available from Hannants, or you can visit PJ Production's website at *www.pjproduction.net*

SAMI



Eduard

Eduard's last broadside for 2011 proved every bit as exciting as the rest of the year, and confirmed their position as one of the mainsprings of the industry – certainly as far as the aftermarket is concerned. Several long overdue items have arrived – chief among them three sets for the Airfix 1/48 Sea Vixen, and everything the heart could desire for Trumpeter's big Harrier GR.7.

As ever, these sets provide a wealth of detail for those who wish, but many come as 'Zoom' options too, which offer a selection of the most crucial parts, with a minimum of modification involved to the kit. An excellent option if you are trying etched details for the first time.

1/32

32278 Su-25 Frogfoot exterior for Trumpeter kit
32292 Spitfire Mk XVIe landing flaps for Tamiya kit
32295 Harrier GR Mk 7 exterior for Trumpeter kit
32711 Spitfire Mk XVIe interior for Tamiya kit
32716 Harrier GR Mk 7 seatbelts for Trumpeter kit
32717 Harrier GR Mk 7 interior for Trumpeter kit
32719 A-4E interior for Trumpeter kit
32722 Spitfire Mk.XVIe seatbelts for Tamiya kit
32724 A-4E Escapac IA-1 seatbelts for Trumpeter kit
32730 A-4E exterior for Trumpeter kit
33093 Spitfire Mk XVIe interior for Tamiya kit
33095 A-4E interior for Trumpeter kit
33096 Harrier GR Mk 7 interior for Trumpeter kit
JX137 J2M3 Raiden masks for Hasegawa kit

1/48

48682 Ju 88G-6 exterior for Dragon kit
49515 Static Discharge Wicks
49545 Ju 88G-6 interior for Dragon kit
49573 Sea Vixen FAW.2 for Airfix kit
49578 Fw 189A-1 interior for Great Wall Hobby kit
49579 A-4N for Hasegawa kit
49589 Sea Vixen FAW.2 seatbelts for Airfix kit
FE545 Ju 88G-6 interior for Dragon kit
FE573 Sea Vixen FAW.2 interior for Airfix kit
FE578 Fw 189A-1 interior for Great Wall Hobby kit
FE579 A-4N for Hasegawa kit
EX344 C-2 masks for Kinetic kit

1/72

72525 F6F exterior for Cyber Hobby kit
73400 Spitfire Mk I/Mk IIa for Airfix kit
73401 Meteor F.1 for Dragon /Cyber Hobby kit
73404 F6F-5 interior for Dragon /Cyber Hobby kit
SS400 Spitfire Mk I/Mk IIa for Airfix kit
SS401 Meteor F.1 for Dragon /Cyber Hobby kit
SS413 F6F-5 interior for Eduard Weekend kit

Keep an eye on Eduard, as there will no doubt be plenty of surprises in store for 2012, and with Nuremburg just around the corner we can't wait to see what further developments will be in the offing.

UK importers are LSA, Hannants and Creative Models, while Squadron carry the range in the US. Be sure to check out the Eduard site at *www.eduard.cz* as well.

SAMI

Eduard Brassin

New resin and etched details from Eduard this month continue to upgrade Soviet types in 1/48:

1/48

648042 MiG-29 seat early for Academy/Eduard kit
648043 R-27R/R1 / AA-10 Alamo-A
648044 MiG-29 exhaust nozzles for Academy/Eduard kit

UK importers are LSA, Hannants and Creative Models, while Squadron carry the range in the US. Be sure to check out the Eduard site at www.eduard.cz as well.

SAMI

SBS Models

The two latest multi-media sets from SBS Models continue this company's focus on Japanese subjects as they have released two sets for the Hasegawa Zero family. Each set is produced mainly from resin, which is very well detailed and far better than anything possible in plastic. To this you add etched brass for items like seat belts and levers while photo film supplies the instrument dials.

1/48

A6M2 Zero Cockpit Set
Part No 48028
Designed for Hasegawa

A6M2 Zero Cockpit Set
Part No 48029
Designed for Hasegawa

Conclusion

The Hasegawa kit can be found very reasonably priced at model shows and by adding one of these update sets you can produce a more detailed Zero than the other main Japanese manufacturer's example for less money - what's not to like!

The full range can be seen online at the SBS website at *www.sbsmodel.com* and in the UK the range is now being stocked by Hannants.

SAMI

Scale Aircraft Conversions

This month a classic kit gets new legs in the shape of the Monogram Kingfisher, while new kits like the Platz Global Hawk and Kinetic Greyhound also get the SAC treatment, and in the case of the Greyhound the nose gear has also been refined to give a more accurate appearance than the plastic parts. Preparation is simple - just a few minutes work with a jewellers file to remove any trace of flash from the edge of the castings and then attach with super glue or epoxy.

1/48

C-2 Greyhound Landing Gear
Product No: 48159
Designed for: Italeri /Kinetic
Price: $18.95

Fw 190 Landing Gear
Product No: 48160 *Designed for: Tamiya*
Price: $16.95

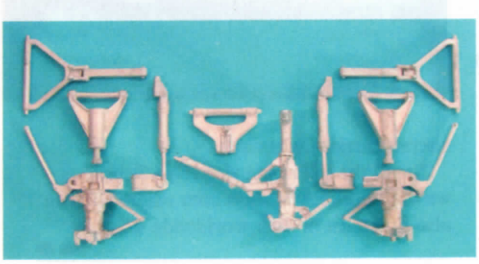
Hawker Typhoon Mk 1B Landing Gear
Product No: 48161 *Designed for: Hasegawa*
Price: $16.95

Vought OS2U Kingfisher Landing and Beaching Gear
Product No: 48162 *Designed for: Monogram*
Price: $16.95

Douglas Dauntless SBD Landing Gear
Product No: 48162 *Designed for: Monogram*
Price: $16.95

1/72

RQ-4B Global Hawk landing Gear
Product No: 72040
Designed for: Platz/MRC
Price: $12.95



Conclusion

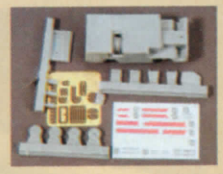
I really like the Greyhound set as the parts improve this beautiful kit, and who can not love a set for the classic Kingfisher, which despite its age can produce a very nice model.

SAC's website can be viewed at *www.scaleaircraftconversions.com* and these items will be available to purchase in the UK from LSA Models.

SAMI

on the side

Brengun



This month we have the normal mix of 1/144, 1/72 and 1/48 brass and resin sets all produced to a very high standard. In the smallest scale we have a complete kit of a US Navy carrier deck fire engine, perfect for the Dragon carrier deck, but the most remarkable has to be the two sets designed for the Eduard MiG-21 we alluded to after Eday, which will add a tremendous amount of detail to this already fine kit. One set provides internal and external detail for the airframe and gives you no less than three choices of instrument panels and sidewalls for the cockpit! The second set provides items you will see around the MiG-21 in service, including FOD guards, wheel chocks, access ladder and oil drip tray.

Moving up the scales we have some wonderful etched brass and to give you an idea of how comprehensive these sets are the one for the RS Model Ki-61 includes no less than seventy-four parts, most of which will be in the cockpit.

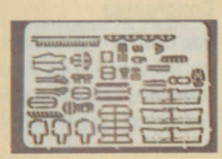
1/144

BRL 144014 P-25 USN Carrier Deck fire Engine
BRL 144036 MiG-21 Maintenance Accessories
Designed for: Eduard

BRL 144037 B-29 Superfortress Propellers
Designed for: Minicraft

BRL 144038 BMW132 Engines for Ju 52
Designed for: Eduard

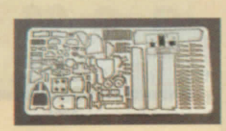
BRL 144040 MiG-21 MF/MFN Detail set
Designed for: Eduard



1/72

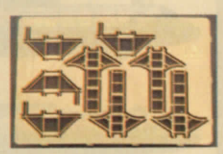
BRL72025 Spitfire PR Mk IV Detail Set
Designed for: Sword

BRL 72026 Ki-61 II Kai Detail Set
Designed for RS Models



1/48

BRL 48024 Luftwaffe Wheel Chocks (2 styles)
BRL 48025 P-47 Flap set
Designed for: Tamiya



BRL 48026 F2A Buffalo Control surfaces and Flaps
Designed for: Special Hobby and Classic Airframe

BRL 48027 MiG-3 Control Surfaces
Designed for: ICM and Alanger

Conclusion

I never fail to be impressed by Brengun sets but the MiG-21 sets take 1/144 detail to a whole new level. These sets offer very good value for money and can be ordered direct from the supplier at *www.brengun.cz* and they can also be contacted via surface mail at Chladkova 14, 616 00, Brno, Czech Republic.

SAMI

on the side

Fox One

Received from HobbyLink Japan has been an interesting item aimed at the Arii P-3 Orion kit in 1/144 – an old tooling to be sure, but one that can still build up into a nice model – and with this set an eye-catching and different one.

The 'Aries II' is an ELINT version of the venerable Orion, with twelve conversions having been made. This set offers thirty-six resin parts, most of which are direct add-ons, the only cutting being the wingtips, which is about as easy as it gets. Decals are provided for two aircraft, although these will need to be used in conjunction with kit items, as they do not include walkways.

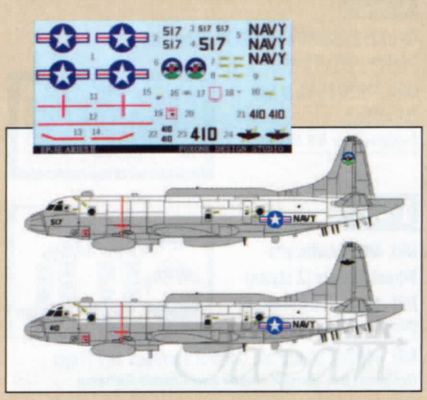
1/144

A019 EP-3E Aries II VQ-1 Remodelling Kit Price: ¥1,350

Conclusion

Fox One have a number of sets now available in 1/144, as well as a couple of full resin kits, and these can all be obtained from HobbyLink at *www.hlj.com*

SAMI



Fairy Hobby

The Far East in the last few years has been a real hotbed for modelling with large companies like Trumpeter, HobbyBoss and Bronco releasing a diverse range of new high quality plastic kits. Now we are starting to receive samples from their cottage industries and this month we have received samples from the quaintly named Fairy Hobby company.

We will start with the two pilot figures. Both are cast in grey resin and are supplied in one piece and after a coat of primer the detail really stands out. The first figure in a 1/72 is a standing figure of a modern Soviet Pilot suitable for posing next to a MiG-29 or Su-27. Moving up a scale we have a really nice animated figure of a 1960s-70s Chinese PLA pilot standing at the bottom of an access ladder - perfect for your MiG 17-21 or their Chinese manufactured versions. What really sets these items apart are the full colour instructions which, means there is no doubt which colours you need to paint the figures.

The next two releases are perfectly timed as Eduard are reissuing the 1/48 Academy Su-27 single and two-seat Flankers, and Academy themselves have modified the tooling to produce a Su-30.This is a very impressive kit in 1/48 but does suffer from some noticeable issues in the shape of the canopy in nearly every view, something that is clearly illustrated in the instructions that accompany Fairy Models' canopy correction sets.

These set supply clear vacform canopies, which have the correct profiles while a small resin part supplies a correctly shaped IRST housing, and the difference these parts make is very noticeable on the finished model.

1/72

Modern Soviet Pilot (Standing)
Part No. FRH72001

1/48

Chinese PLA pilot 1960-70s
Part No. FRH48001

Su-27 Flanker Family Corrected Canopy With IRST Single Seats (Su-27/33/35)
Part No. FRH48005 *Designed for: Academy/Eduard*

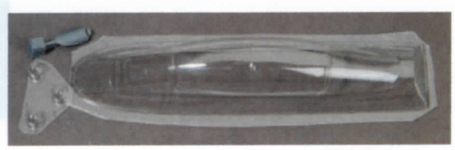
Su-27 Flanker Family Corrected Canopy With IRST Twin Seats (Su-27UB/30)
Part No. FRH48005 *Designed for: Academy/Eduard*

Conclusion

These are high quality products, and the manufacturer has some interesting projects for the future including a 1/48 MiG-17F correction set, 1/48 R-73 Soviet Russian AA missiles, and a 1/72 Su-27 correct canopy set for the Trumpeter and Hasegawa kit.

A new website is planned for 2012 at *www.fairy-hobby.com* but until then you can contact them via email using *haneto0801@hotmail.com* for prices and shipping costs.

SAMI



Olimp Models

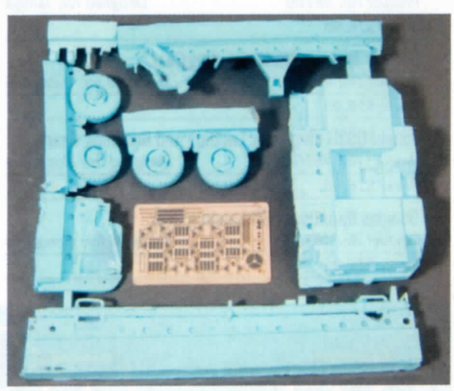
If you have purchased the 1/72 Hasegawa Su 33 Sea Flanker you will want to add the latest Olimp models kit of a Russian Mod.3913 ten-ton deck tractor. Moulded in light blue resin with a small-etched fret this kit not only provides the tractor but its associated tow bars.

1/72

Mod3913 10 Ton Deck tractor and Tow Bar
Part No. ORA 72-02 *Designed for: Hasegawa Su-33*

Conclusion

A very nice little model in its own right but will make a stunning little diorama when teamed up with the massive Hasegawa Su-33 Sea Flanker, especially on their recently released section of the Admiral Kusnetzov aircraft carrier flight deck.



To see the full range visit their website at *www.olimpmodelsgroup.com* where you can also find a list of their worldwide stockists.

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HPH 1/32

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MASTER MODEL 1/48

GERMAN SPANDAU LMG 08/15	9.90 €
REFUELING PROBE NATO STANDARD	3.30 €
GERMAN 5cm MK 214 (ME 262 A-1a)	10.80 €
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HGW 1/32

BF 109 SEATBELTS / EDUARD	11.50 €
DH.9a NINAK DETAIL SET / WINGNUTS	12.90 €

BLACK DOG 1/48

FW-190 D-11/D-13 DETAIL SET	14.90 €
MIG-21 MF/SMT DETAIL SET	14.50 €

PACIFIC COAST 1/32

FW TA-152C	69.90 €
FW TA-152H-1	69.90 €

MASTER MODEL 1/72

BRITISH MK.2 BROWNING 0.303 4 PCS	7.90 €

AZ MODEL 1/48

SAAB J-29F TUNNAN SWEDEN	46.90 €
SAAB J-29F TUNNAN AUSTRIA	46.90 €
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RODEN 1/48

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VALOM 1/72

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A Z MODELS 1/72

MITSUBISHI KI-30 ANN JAPANESE AF	18.90 €
MITSUBISHI KI-30 ANN OVER CHINA	18.90 €
MITSUBISHI KI-30 ANN THAILAND/FRENCH AF	18.90 €
SPITFIRE MK.22 SPECIAL MARKING	17.80 €
DASSAULT SUPER MYSTERE B.2 FRENCH	18.90 €
LET L-200A/D MILITARY	18.90 €
LET L-200D MORAVA	18.90 €
MARTINSYDE BUZZARD FINLAND	14.90 €
MARTINSYDE F.4 BUZZARD RAF	14.90 €

RS MODELS 1/72

FL-1 AIRABONITA	19.50 €
PAYEN PA-22/2	19.50 €
DORNIER DO-17P	32.90 €
KI-61 II BUBBLE CANOPY	19.50 €
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REGGIANE RE 2005	19.50 €
TACHIKAWA KI-106	19.50 €
D-520 FRANCE 1940	19.50 €
D-520 FREE FRENCH AF	19.50 €
XFL-1 AIRABONITA	19.50 €

A MODEL 1/72

MIL MI 10	59.90 €
YAK 25 RV/RVV MANDRAKE	24.90 €
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YAK 18A	14.90 €
E-7PD	17.90 €
YAK 210	22.90 €
YAK 200	22.90 €
ANTONOV AN-8	59.90 €

SPECIAL HOBBY 1/72

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CURTISS MODEL 68 HAWK III	16.90 €
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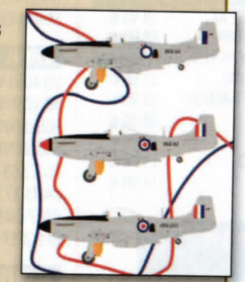
Red Roo Models

Red Roo have released a simple but comprehensive conversion for Mustangs in 1/48 or 1/72. The Mk 21/23 was a local photo-reconnaissance conversion of the Australian-built CA-18 Mustang. Fourteen of each PR version were built with vertical and oblique F.24 cameras in the rear fuselage. A major plus is that no cutting is required for this conversion. The resin parts include two camera ports, an Australian pattern pilot's seat, four De Havilland Australia style cuffless Paddle propeller blades, plus decals for four examples and a small booklet of very comprehensive instructions.



1/72

PR CA-18 Mk 21/23 Mustang Conversion
Part No. RRR72-120 *Designed for: Tamiya*

1/48

PR CA-18 Mk 21/23 Mustang Conversion
Part No. RRR48-139 *Designed for: Tamiya*

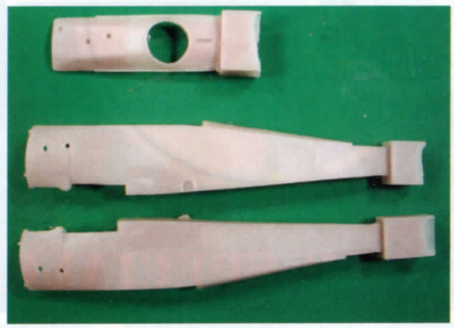
Conclusion

Another simple conversion from Red Roo that produces a unique version of one of the most famous fighters of all time.

If you are interested in these conversion visit *www.redroomodels.com* to see the full range and details of how to order.

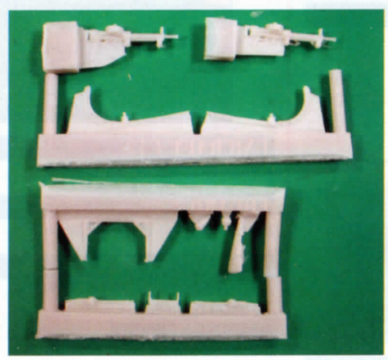
SAMI

Freightdog



The 'Comic' Camel was a field conversion of the standard F.1 Camel intended for home defence and night fighting duties. The pilot's position was moved towards the rear of the fuselage and the two Vickers guns were replaced with two upper wing mounted Lewis guns on Foster mounts.

Freightdog's nice little resin 1/48 conversion set is designed to be used in conjunction with the Eduard kit supplying replacement fuselage and forward decking pieces, Foster mount and Lewis guns as well as navigation lights & Holt flares. The fuselage and decking looks to have been well engineered and certainly gives the impression that they will not give any major fit problems with the original piece, and a lot of thought appears to have been put in to how the replacement parts will interact with the kit parts. I also like the way that the Freightdog replacement parts retain that precise appearance and feel of the Eduard originals.



The decal sheet contains markings for three 'comics', two from No.44 HD Squadron based at Hainault farm, Essex & one AFC trainer. I was particularly impressed with Freightdog's interpretation of B2402, which has often been visualised with white fuselage stripes. Freightdog's interpretation of blue stripes seems more likely to me considering the photographic evidence available. That being said this would be a very challenging option to paint as all the white markings were crudely painted over and the complete airframe appears to have been smeared with what was reputedly a non-standard shade of dark green. Freightdog have even thoughtfully provided alternative fuselage roundels depending on how you interpret the original photo of B2402.

All in all this is a superb little conversion kit, the only omission with my copy being the lack of a le Rhone engine replacement for the standard kit's Clerget. Having contacted Freightdog about this, Colin has temporarily withdrawn the kit from sale until a Le Rhone replacement can be added.

Considering that many WW1 modellers will already have more than one Eduard Camel (or perhaps a dual boxing) in their stash, this neat little conversion should prove to be very popular.

www.freightdogmodels.co.uk

Dave Hooper

SAMI

Master

More new releases from Master of Poland including some rather nice gun barrels, pitot tubes, and radar aerials. The quality of all of these products is consistently high with most being a drop-in replacement for the kit parts. Note I say most, as the M61-A1 Vulcan cannon is a mini-kit in its own right using etched brass as well as the turned gun barrels. The completed assembly will take some patience but when finished will look amazing.

1/200

IJN 25MM Barrels X 20
Part No: SM-200-005

IJN 10cm Type 98 Gun Barrels
Part No: SM-200-004

IJN 12.7cm Type 89 Barrels
Part No: SM-200-003

1/72

Convair F-102 Delta Dagger Pitot Tube
Part No: AM-72-026

Lockheed F-104 Starfighter Pitot Tube
Part No: AM-72-027

Republic F-105 Thunderchief Pitot Tube
Part No: AM-72-028

1/48

Parabellum LMG14 Barrel
Part No: AM-48-036

M61-A-1 Vulcan Rotary 20MM Cannon
Part No: AM-48-037

BAe Hawk T.1 Pitot Tube
Part No: AM-48-038

1/32

Lockheed F-104 Starfighter Pitot Tube
Part No: AM-32-027

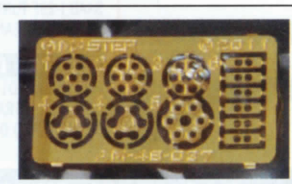
Republic F-105 Thunderchief
Part No: AM-32-038

Conclusion

Though many would question the need for brass pitot tubes they are far stronger than plastic examples and if you look at the subtle changes in profiles on the Hawk item I defy most modellers to represent this using rod and tube.

The full Master range can be viewed on their website at *www.master-model.pl* and in the UK the range will be stocked by Hannants.

SAMI



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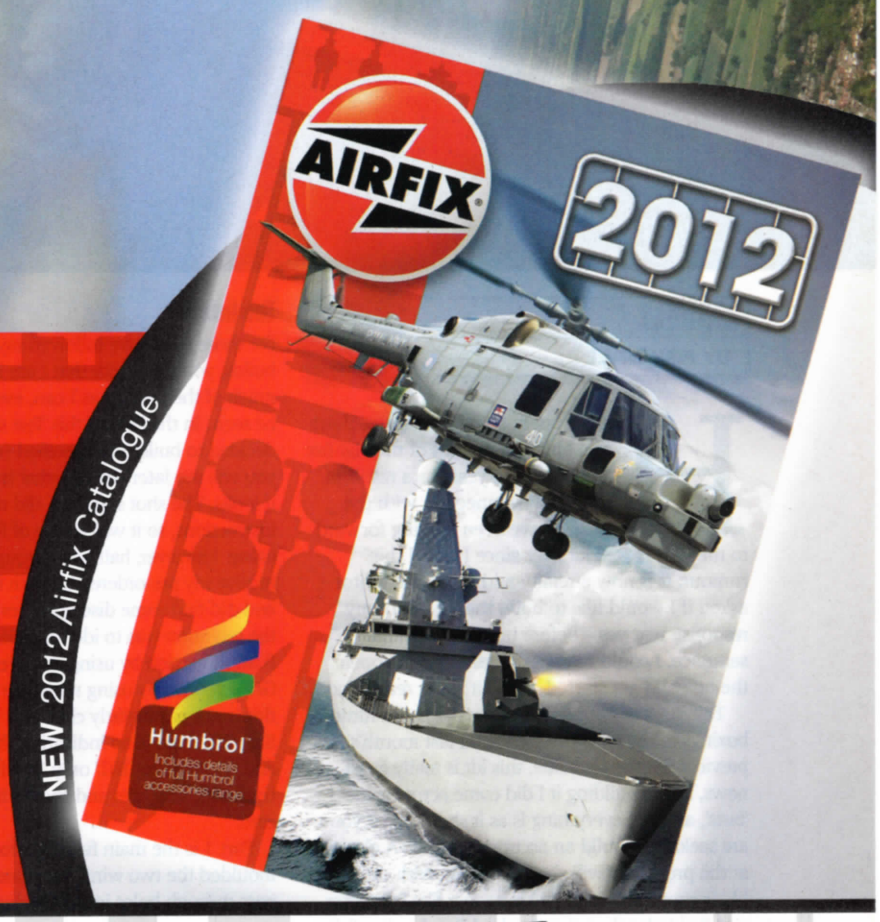
Folland Gnat T1

The Gnat was intended to be a lightweight fighter for the RAF but only served as the Gnat T.1 trainer variant. This was widely used and much liked by crews who then often moved onto frontline duties with the English Electric Lightning.

A tiny aircraft in comparison with its contemporaries, the Gnat was used and the mount of a number of aerobatic teams, from the Yellow Jacks to the Red Arrows. Serving until 1979, the Gnat proved to be a capable and much loved trainer.

Number of parts: 49
Length: 155 mm Width: 102 mm



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A Halifax with some Hali-buts

Revell's new 1/72 Handley Page Halifax Mk.I/II

REVELL **1/72**

BY RAY BALL

Having spent some time researching and building models of the Halifax these last few years as a result of my family connection with the type, I have been looking forward to the new Revell kit ever since I heard the rumour. It is now a reality and when the Editor asked if I would like to build the Test-Shot my response was yes – before he completed the sentence. I could not wait to get home to open the box and get started. Wow, it looks really good.

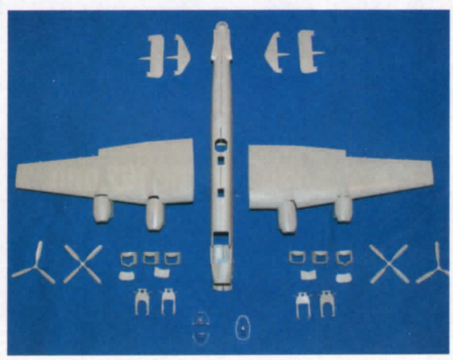
The mass of options and alternatives for future boxings of the kit were covered in last month's preview. On the plus-side, this kit is really good news, but in building it I did come across some 'buts', and not everything is as it should be if you are seeking to build an accurate Halifax. A glance at the propellers will show you that, with the three blade props provided looking more like Lancaster paddle blades than the standard Rotol units of the Halifax. The four blade propellers also have paddle blades and look decidedly 'Mustang'. Where there are inaccuracies and inconsistencies, I will highlight these at the appropriate part in the build.

The Interior

For those who have followed my previous Halifax builds, you will know that I am keen to build as much of the interior as I can, even though little can be seen. In the case of this Test shot though I decided to build it as specified (with one exception you will see later) to see what is provided and how it looks. The shot supplied did not have full instructions, so it was a case of feeling my way along. However, half way through the build, I did receive my pre-ordered kit with full instructions and did find some discrepancies in these. It seems the intention was to identify specific parts for the B.Mk.II version by using the reference '100' and the GR.II version by using reference '101'. However, this is not particularly clear and in some cases, like Step 12, there is no indication that adding parts 36 and 38 relate to '101' only. The instructions can be confusing in places and should be followed with care.

Part 1 is the main fuselage floor on which are moulded the two wing attachment spars, which pass through holes in the fuselage sides. This is a neat arrangement that serves to align the fuselage sides together, as well as providing strong anchor points for the wings.

The main crew stations are in the nose on two levels and parts are provided to make up the various bulkheads and floors for these stations. The fuselage nose areas on both sides are detailed with the internal ribs and some side instrument panels. This nose crew area in the Halifax is painted interior grey-green and I airbrushed all this area using Humbrol 78 to depict that colour and the result looks good. It is better to paint the crew areas and seats before fitting, particularly the wireless operator's position as it would be difficult afterwards.

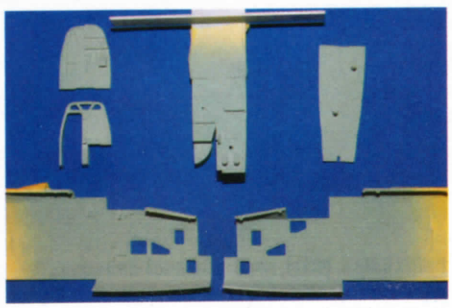


New Revell Halifax –layout of parts showing some of the Kit options

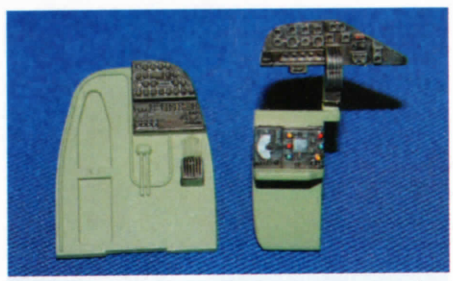
The crew stations are actually on the left side of the fuselage and there is a non-slip walkway

Handley Page Halifax Mk.I/II

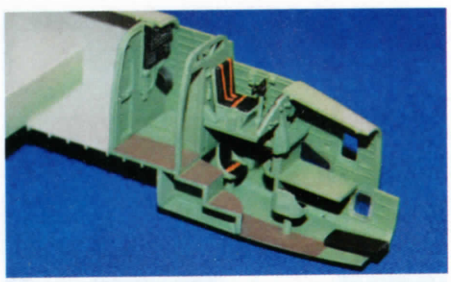
TECHNICAL DATA	
Scale: 1/72	Kit No: 04670
Price: £19.99 US$35.00	Decal Options: 6
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic Parts:	
Manufacturer: Revell AG	UK Importer: Revell UK
US Importer:Revell-Monogram	



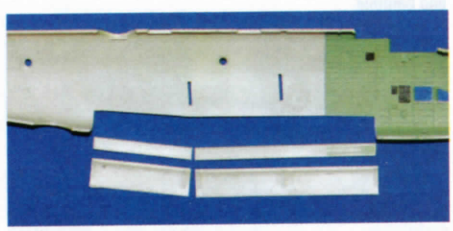
Starting the interior with a spray of Interior Grey-Green



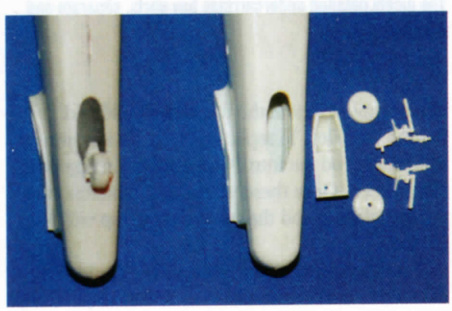
Adding detail before the interior parts go together. Later, I was sent a set of decals, which provide instrument panels for the Pilot's and Flight Engineer's positions



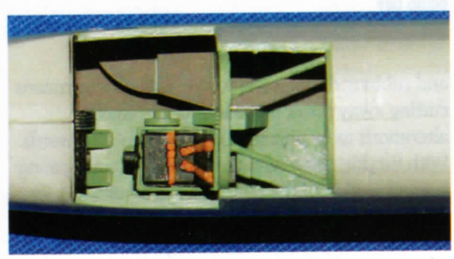
The Kit interior painted up and nearly complete. Note absence of seat in the Flight-Engineer's position behind the pilot



The bomb doors cut away from the fuselage sides. It is better to do this at this stage before the interior is finally fitted. There are four doors each side and the doors cut away from part 128 are also shown



The rear wheel and wheel well. The retractable tail wheel was re-introduced on the Halifax Mk.III and later versions



Completing the cockpit. I added the diagonal bars in the Flight Engineer's position as these are clearly visible through the upper side glazing

running along the right side and down the steps into the lower nose area. This was a dark grey/brownish colour, so I mixed appropriate paints to replicate the appearance of this floor covering.

On the lower floor in the nose we have the bomb-aimer's position and a clear Bomb-sight is provided, but not the prominent couch located in this position. I cut a couch out of 60-thou plasticard and placed it in the nose. My Uncle Eric, a former Halifax Flight Engineer told me that the seats and the couch were usually black leather, with brown seat-belts. Moving back through the nose, behind the bomb-aimer's position, is the navigator, who has a chart table on the left side of the fuselage and who sits facing left at this table, which is provided in the kit.

Behind the navigator is the wireless operator's position and moulded on to the bulkhead that separates these positions are reasonable depictions of the T1154 Transmitter Unit and T1155 Receiver Unit. The T1154 has prominent red, yellow and blue dials and after painting the unit black and bringing out the detail by dry-brushing with white, I painted the dials in these colours.

To the right of the Wireless operator are the steps to the upper level, which runs above the bomb-bay from this point. In a further raised area above the steps and immediately above the wireless operator is the pilot's cockpit. For this area, an instrument panel, 'spectacle' control column and pilot's seat are provided.

Behind the pilots cockpit, separated by another bulkhead, is the flight engineer's position. This resembles a booth with the main engine controls and instruments on the back wall, read by the flight engineer facing backwards. The flight engineer actually stood in this position, but for some reason Revell have provided a seat. It was usual for the flight engineer to sit in the 'Dickie' seat next to the pilot, where he could assist with the throttles and other engine controls. Standing in the booth monitoring engine performance and fuel usage was the usual position. The floor of the booth was actually a raised steel box that housed the Oxygen Bottles. Sorry Revell, I could not bring myself to have the seat there, so cut away its support and replicated the raised floor with Plasticard.

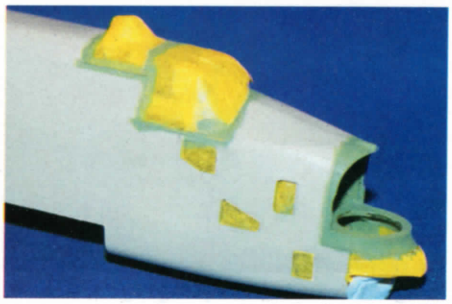
The bulkhead at the back of the flight engineer's position is solid right across the width of the fuselage, which is correct for an early Halifax B.Mk.II, which had an armour plated door on the right side. Later, in an effort to improve performance by decreasing weight, this door was removed and actually deleted at the production stage for later B.Mk.IIs and B.Mk.Vs.

All of these interior parts fitted well into the fuselage and a dry run of bringing the two fuselage sides together, showed a minimum of sanding needed around the steps area to enable the sides to fit tightly together. At this stage I also tried a dry fit and alignment test of the cockpit canopy, which also includes the rear glazing and astrodome. It is a lovely clear canopy, with fine framing and it fitted like a glove. How long have we waited for that on a Halifax kit?

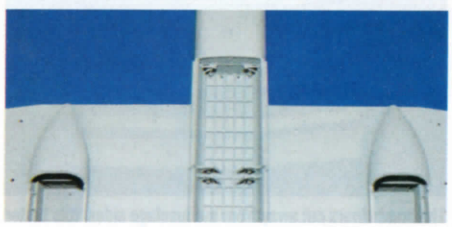
Before the fuselage sides can be joined together the side windows and portholes have to be added and any further interior detail desired. The side windows and portholes in the rear fuselage sides varied for each variant so you need to check your references. If you wish to paint the interior, only the front crew compartments were painted Interior Grey-Green. The centre and rear fuselage was left in natural metal.

The kit gives the option of having an open bomb bay, but if you choose this option, there is some cutting to do not shown on the instructions, but provided for in the kit. The Halifax fuselage bomb bay has eight doors. Four large lower doors and four smaller upper doors. The upper doors are moulded on the kit fuselage sides and are engraved for cutting out. When the bomb doors are opened, these upper doors open outwards, enabling the larger lower doors to pivot up, sliding behind them. It is better to cut out these doors before the fuselage sides are cemented together.

Usually, the gun turrets are also added before the fuselage is cemented together but I like to be able to work on the fuselage without the nuisance of turrets and guns, particularly if further gap filling

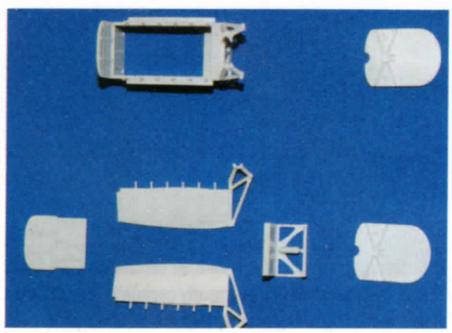


The front turret and bomb-aimers position parts fitted to the fuselage nose and all the glazing masked ready for priming and painting



The kit bomb bay, showing the holes provided in the wrong position for the door actuators. New holes had to be drilled to take the parts, matching those provided at the front of the bomb bay

Halifax B.Mk.II, HR916, showing the bomb-doors open. The upper doors open outwards to allow the lower doors to pivot open behind them



The nicely detailed undercarriage bay parts, separate and assembled

and rubbing down is necessary. This usually means cutting away turret attachments and making alterations to be able to add the turrets afterwards. With this kit, this was a simple task of cutting away a small section of the bottom front of part 191 for the front turret and lengthening the location slot for the rear turret, so that it fitted in place.

The last thing to add to the fuselage is the rear wheel-well, which also has the wheel leg attachment point. This is strange as only a very few early Mk.IIs actually had the wheel well. Halifax B.Mk.Is were produced with a retractable tail-wheel, however problems with weight and hydraulics, meant it was deleted on all subsequent Mk.II and Mk.V variants, which had a fixed tail-wheel and the wheel well hole was faired-over. Only with the production of the Hercules powered Halifax Mk.IIIs was the retractable tail-wheel re-introduced.

With the fuselage interior complete, I could then move to Step 11 and cement the fuselage sides together. I tried a few dry runs first, needing a little fettling here and there, but having the wing joining spars going through the fuselage sides, provides a good alignment tool and the sides went together, fitting well. I needed to do a little work to remove some excess cement in a couple of places and add a little filler along the bottom join line to fill gaps, where the sprue attachments had been cut.

Allowing time for the cement to dry (I use Revell Compacta with the applicator tube for large areas) I then added further parts to the fuselage. It is wise to add glazed parts 198 and 199 (step 82) to the fuselage front at this stage as they are part of the front fuselage in reality. These parts can then be faired into the fuselage sides, without have a join line later. For the tail wheel well, I did my own fairing over with Plasticard and black Milliput.

Before adding the main cockpit canopy, I had to include the internal cross-members in the Flight Engineer's compartment as these are clearly visible under the glazing. In the real aircraft these are strong tubes that run from just under the rear part of the lower window and run diagonally over the compartment to join the top of the bulkhead behind the pilot. To replicate these, I used 1mm dia. plastic rod cut into 14cm lengths and painted Grey-Green. Once these were dry, I cemented the cockpit glazing and the two fuselage top windows in place.

Turning my attention to the lower fuselage, I decided to add the bomb doors at this stage. (Steps 73, 74 and 75). I had already cut away the upper doors from the fuselage and the lower doors are provided as one part, to use if you choose not to have the bomb doors open. If you do want them open, they need to be cut apart along the centre line provided, then the rear part of the doors needs to be cut away, giving you two left doors, front and rear and the same for the right side.

Fitting the front doors first, I attached the door actuators, (Parts 126 and 127) to the doors and fitted these into the holes provided in the bomb bay. In the open position, these doors slide up into the fuselage side. When I attempted to attach the rear doors the same way, the doors would not fit. The rear of the bomb bay slopes upwards towards the tail, so I had to reduce the length of the rear doors slightly and, using a file, alter the angle of the edge just enough so they fitted. The holes provided for fitting the rear actuator are in the wrong place and I had to drill new holes in the correct position (same as the other holes), to get the parts to fit.

To complete, I added part 134, a blanking plate, to cover the access hole in the lower fuselage and then masked over all the glazing and prepared the fuselage for priming. This completed my work on the fuselage at this stage in my build.

Engines and Wings

The wings themselves look good and compare well with my plans, so are fairly accurate in dimensions. The surface detail is accurate with nice engraved panel lines. Early versions of the Halifax had three fuel tank vent pipes on the upper wings and location holes are provided on the inside of the upper wings for these, needing only to be drilled out if these are appropriate for your model variant. Location holes are also provided on the lower wing for fitting the three fuel jettison pipes that again were present on earlier variants of the Halifax.

Whilst the fuselage bomb bay is provided, the Halifax could also carry bombs in three small cells in each wing root, between the inner engine and the fuselage. The inside of the lower wings are engraved so that this area can be cut out but, this is not quite correct since there should be a supporting frame between each cell from which the doors were hinged. Each cell also had four doors, left and right front and left and right rear. So if you want to show the cells open, there is some internal work to do.

The first steps are building up and positioning the undercarriage bays on to the lower wings. These parts fitted well, but care is needed when attaching part 140, the engine attachment bulkhead, which hangs on the front. You need to ensure the angle is right for a perpendicular fit on the front of the wings. The completed bays are nicely detailed and fitted well into the lower wings.

Not having full instructions at the time, I decided to complete the wings before adding the engine parts. The wings are nicely moulded, free from flash and only needed a little sanding work at the wing root where they were fixed to the sprue. The trailing edges of the outer wings are cut away to fit moveable ailerons and small "T" shaped hinges are moulded on to the wings, which fit into the aileron parts to enable them to pivot up and down. These hinge parts are quite flimsy and several had broken off on my kit. I am not a fan of moveable parts on aircraft models, because they always come at the price of accuracy. In this case the front of the top part of the ailerons is cut away at an angle, presumably so these can be moved up or down. On the real aircraft, the ailerons fit flush to the wings, top and bottom, but here, we have an awful trench between the top of the wing and the top of the aileron.

The engine attachment bulkhead on Halifax B.Mk.II W1048, at the RAF Museum at Hendon

When it came to cementing the top and bottom wing halves together, the trailing edge did not quite fit flush. Instead of a nice knife sharp trailing edge, I had a hairline gap which I had to fettle and fill. The last parts on the wings to fit were the separate wing-tips with clear parts for the tip

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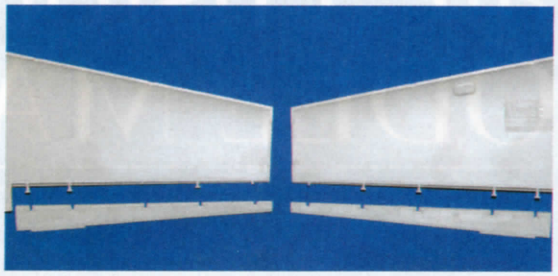
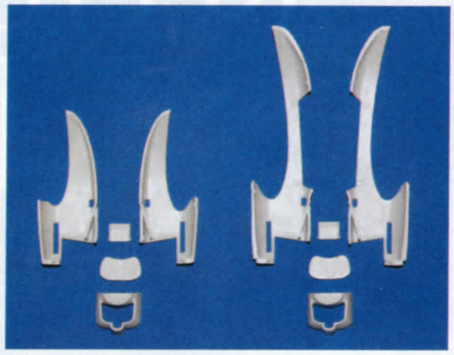
The undercarriage bays fitted into the lower wings. The inside of the wings are engraved to show the wing-root bomb bay areas. I have already drilled out the holes for the fuel jettison pipes, to be fitted later under the wings



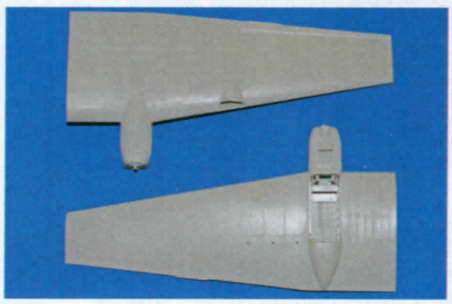
The Kit has provision for moveable ailerons, however, the hinge points are quite small, and some were broken off on the wings I had



The engines, nicely moulded and detailed, but not correct in shape or size

One thing I could try to do was to take measurements along the cowling join line

This is the internal frame of the engine to which the cowlings are attached and is the join line shown on the kit parts. At point 3, the width side to side is 46ins. At point 2, this narrowed to 43 ins and at point 1, the frame curves under the propeller to be finally 22ins across. The cowlings are attached to this frame, so the engines are an inch or so wider



The inner engine fitted to the lower wing, incorporating the undercarriage bay. This gives a good view of its width and shape. Measuring the same nacelle on W1048 at Hendon – outside edge to outside edge, give us 48ins for the width. The Kit nacelle scales up to 54ins. The Granger plans scale up to 45ins and the Revell Matchbox nacelles scale up to 42ins

A comparison of engine front/radiator intake sizes

navigation lights. These are most welcome as they are not in any of the other Halifax kits. Just remember 'red to left' and 'green to right'. Judging competitions last year, I still came across beautifully made models with the lights the wrong way around.

The Engines

At the IPMS Nationals 2010, like many others I was delighted to see the new Halifax on its turntable display on the Revell Stand. However, I did come away with reservations – 'those engines look wide and they seem to have used Lancaster paddle blade propellers'.

Different variants of Halifax had different configurations of Merlin engines, starting with the Mk.X at 1,145-hp to the later Mk.XX and Mk.22 at 1,480-hp. The kit copes with them all, supplying two types of Dalaney-Gallay radiators and the later Morris block radiators. Also provided are no fewer than four types of exhausts, including the standard saxophone and shrouded types. With the engines comes a choice of three blade or four blade propellers as appropriate for your chosen variant.

The engine parts in the kit are detailed and fit well. I chose to build a B.Mk.II Series 1 with the enlarged Delaney Gallay Radiators and lip intake (Parts 208 and 171). The top cowling of the inner engines has an air intake scoop, replicated here by a pretty small raised length of plastic, giving no impression of its true size and shape. With the engine parts assembled, although they looked nice, I could tell they were not right in shape or size.

Looking at the engine parts, they are wider than they should be and when compared to the Granger plans, I soon saw the extent to which they are oversized. The same parts from the earlier Revell (Matchbox) Kit and Aeroclub were compared and the size difference was even more obvious. Plans and comparisons with other kits can give you an impression and I knew the plans I used were not accurate everywhere and the Revell (Matchbox) engine nacelles I knew to be undersize. To obtain the true measurements, I received permission to measure the engines of Halifax B.Mk.II, W1048 at the Royal Air Force Museum at Hendon. At the widest part of the engine nacelles and for most of the length of the inner engine, it is 48ins across. Inside this fits the undercarriage bay and the slot for this cut into the Revell kit wings is itself 48ins wide in scale. The Revell engine nacelle would measure 54ins wide in scale. (The Revell (Matchbox) nacelle would measure 42ins in scale).

At the front of the undercarriage bay, Revell provide part 140, the engine attachment bulkhead. On the real Halifax these are 47ins wide and 66ins tall. The scale kit part measurements are 45ins wide and 60ins tall. When you look at the cowlings of Halifax Merlin engines, there is a characteristic 'hump' on the top of the engines. This is not depicted on the kit engines, which seem to stretch out flatter from the top wings. Also, from the leading edge of the wings, the engine cowlings should start to taper inwards, on the kit this tapering in is only evident at the front of the engines, meaning they keep their wider width longer, giving a wrong look. However, the width also tapers much less at the bottom of the engine than it should. This is evident when you compare the radiator intake width with the same item from the Revell (Matchbox) kit and the replacement part from Aeroclub. Again, to look at this, I wanted to measure the real thing. They were not on the engines at Hendon, but I know a man who has them. I was given permission to measure the Dalaney Gallay radiator set at Doncaster Aeroventure. The radiator is made up of two slightly oval shaped blocks, positioned side by side, with a separating bracket. Centrally beneath these is an oval shaped air intake. With these together, you are, in effect, looking at Kit part 208. Each radiator block is 16ins wide, so with a two inch central bracket, the whole thing is 34ins across. Positioned in the lower cowling would make the cowling itself no more than 36ins wide. Part 208 at its widest scales out at 45ins across and this fits inside part 171, the lower cowling, which in scale, measures out at 52ins wide. The Revell (Matchbox) kit part has this about right, measuring out in scale at just over 35ins.

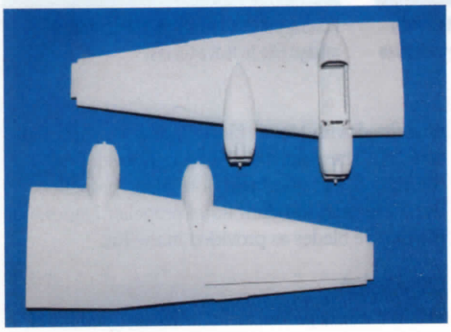
The Halifax B.Mk.II had the Merlin Mk.XX as standard, driving a 13ft diameter Rotol Airscrew. This Airscrew had as standard a central hub/spinner 24ins in diameter. I confirmed this during my measurements at Hendon. The Revell Kit spinner is 32ins diameter in scale. However, the provided propellers on which it sits, does scale to 13ft, which means the blades are short. But, not only are they short, but they are shaped as 'paddle' blades, which were not fitted to these Halifaxes.

The front of the Revell engine to which the propeller attaches, is also 32ins across in scale, so you cannot use other correct diameter propellers, such as those from Aeroclub, to go on the front. They would just sit in the middle of the hub with a gap around them.

Incidentally, when it came to positioning the side air intakes on the lower engine cowlings, the fit was not very good and when looking at the parts, the instruction numbering is wrong. Parts 169 and 170 fit the opposite side to that shown.

Using the 'saxophone' exhausts means putting the two parts together that make up the exhausts,

A Delaney Gallay radiator assembly. This measured 34 ins across. Fitted inside the cowling, would make the cowling no more than 36ins wide. Revell Matchbox have this best at 35ins



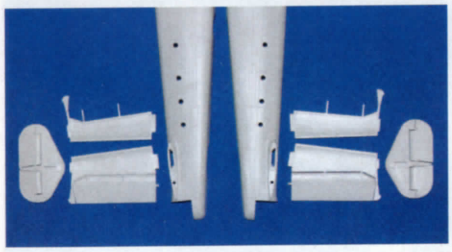
The wings and engines complete

ensuring that end part 207 is aligned as it should be, which is not shown on the instructions. The colour given for the exhaust is 'Rust', which is probably close, as the real exhausts were given a red enamel coating, which together with the exhaust shape gave air cooling and better venting of the exhaust gases, and served to overcome a problem where earlier exhausts tended to glow red in the dark exposing the aircraft to night fighters. The exhaust shrouds were also designed to defeat this, but added weight and drag affecting performance.

For this test-shot, I built the engines as provided and fitted them to the wings. The surface detail and fit of parts is great. It is just a pity they are the wrong size and shape.

With the engines fitted, the wings were as complete as needed for fitting to the fuselage. The fuselage spars to which the wings attach fitted perfectly into the wing slots and a small amount of cement was placed around the edge of the wing root to make the joint and seal any gaps. I did have to use a little gap filler, but that was my fault not ensuring a full all round seal first.

A comparison of propellers. The Halifax B.Mk.II was fitted with Rotol Airscrews, 13ft in diameter. Left is the Revell Matchbox Propeller, accurate in diameter and spinner size (24ins). However, the blades are too wide and too thick. Right is the Kit propeller, accurate in diameter, but with an oversize spinner (32ins) and with incorrect paddle shaped blades



Nicely detailed tailplanes, fins and rudders. The fine engraving is shown on the rear fuselage. Also shown are the rear fuselage side windows, which will need to be matched to the version being modelled

Tail and Rudders

The tailplanes include parts for a movable elevator. These fit well and slot together as expected. I like to position the elevators in a slightly down position, which most photographs seem to show is the normal position whilst at rest. Modelling the B.Mk.II meant fitting the triangular fin and rudder, again the fit was alright, but I did have some hairline gaps along the trailing edge of the rudders I had to fill. According to my plans the fin and rudders are slightly undersize, but not unduly. I used a block of Balsa wood to support the tailplanes when attaching them to the fuselage to ensure correct horizontal and vertical alignment.

With the wings and tailplanes attached to the fuselage, already prepared for priming, I washed over all the parts and when dry, gave the whole assembly a light spray of Halfords Grey Primer. When dry, this showed up any gaps and other areas needing attention. Fortunately, little was needed. I then sprayed the entire undersurfaces and fuselage sides with Halford's Gloss Black, which gives a nice smooth finish to the model. Do not worry about the correct BS colour for this. As it has been said, 'Black is Black'.

The undersides ready for painting

Undercarriage

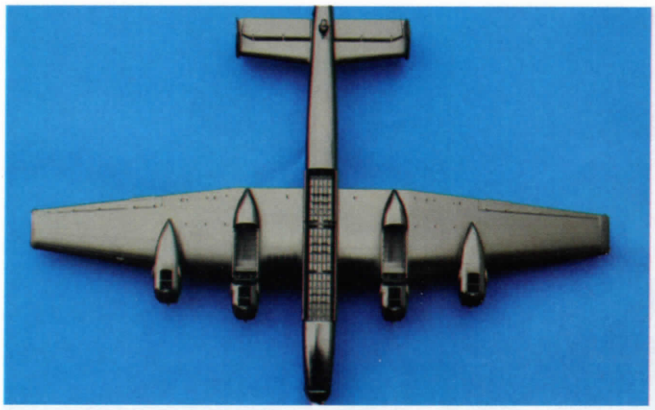
The arrival of the decal sheet from Revell, prompted me to chose R-Robert of 405 Squadron. Several good photographs of this exist in various Halifax books and publications, so you can confirm what it looked like.

Both the main Messier and Dowty undercarriage legs are provided, but the retraction arms linking them to the undercarriage bays relate to the Messier units only. The Dowty retraction arms were different to the messier, so If you model a Halifax B.Mk.V version, you will need further parts, or have to do some alterations to the kit supplied arms.

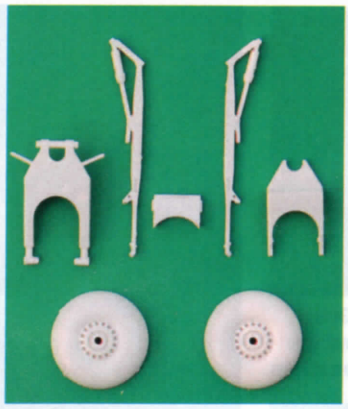
At normal inflation, the Halifax wheel is 66ins in diameter, so the wheel in the kit is undersize measuring out at 60ins in scale. The Messier undercarriage unit is also slightly undersize and the top part should be more 'chunky' than depicted.

The instructions show that the retraction arms should be cemented together first and when dry, cemented on to the rear plate inside the

The upper surfaces masked and ready for painting. I preferred not to use the kit glazing for the small fuselage round windows, so blocked these with rod and later filled them with Crystal Clear



The under surfaces painted with Halfords Gloss Black Primer. Typical of WWII Night Bombers, all of the under surfaces including inside the bays were usually painted black



The Kit Messier undercarriage unit parts. Nicely moulded and a good fit, though slightly undersize

Putting the gun turrets together, which I always like to leave till last

undercarriage bay, which has slots to show where it should be positioned. After painting all the undercarriage parts Black and the wheels 'Tire-Black' I did some dry runs first to ensure the angles were right for the arms also to fit correctly into the Messier unit. It all fitted together nicely and was completed by attaching the undercarriage doors to the sides of the nacelle.

Gun Turrets

The kit provides good representations of the Boulton Paul C.Mk.II Nose Turret with two guns, the Boulton Paul E.Mk.I Tail Turret, with four guns and for the version I'm modelling, the Hudson style Boulton Paul C.Mk.II Mid-upper Turret. All three turrets were easy to assemble, particularly the nice, clear glazing.

Having already made some slight alterations to enable me to fit them after the fuselage has been cemented together, the fitting of the turrets was an easy task. The mid upper turret just slots into place, so can be left until the end. Following the instructions, step 90 adds a spacing ring (part 213) to the bottom of the turret. However, the turret does seem to sit too high above the fuselage with this fitted, and would benefit from thinning down part 213 until the fit looks better.

Painting the Upper Surfaces

The camouflage pattern shown in the instruction sheet for the 405 Squadron option is a broadly correct interpretation of the Halifax night bomber scheme of Dark Green and Earth Brown upper surfaces, with Black fuselage sides and under surfaces. The Kit painting guide also shows the leading edges of the wings, tailplanes and fins as being painted Matt Yellow. These leading edges were actually coated with an anti-icing agent called 'Kilfrost' to prevent the build-up of ice on these areas. Kilfrost was also applied to the front edges of the ailerons, elevators and rudders, to prevent them from freezing up and failing to work. I am advised that Coleman's Mustard is a good representation of Kilfrost's colour. It had a thick consistency and was applied with a brush along the leading edges. I decided not to apply it to my model.

Applying the Decals

The Kit decals offer a B.Mk.II Series 1, Bomber variant of 405 Squadron, or a GR.Mk.II Series 1A of 58 Squadron, Coastal Command. Common national markings and instrument panel decals are provided along the Squadron Markings, Code letters and serial numbers for both versions. Nose Art depicting the Ruhr Valley Express is also provided for R-Robert of 405 Squadron.

The decals are printed sharp, with good density of colour. The code letters are perhaps a little too red, but look the part with the roundels, which have separate red centres. I use Johnson's Klear as my decal setting agent and had no problems with their application.

Finishing

Some points if you are modelling the GR.Mk.II Series 1A of 58 Squadron, Coastal Command option.

Halifax GR.Mk.II Series 1A, JP165 was a later production aircraft, delivered almost direct to 58 Squadron in December 1943. The kit instructions relating to this aircraft (Option 101) are broadly correct. It did have the full glass nose with the heavier .50 Calibre machine gun, parts 136, 137 and 138, but fitting this does not seem to be shown on Step 85. The fuselage would also have had the radar dome, part 135 fitted on the underside. The outline of the dome does not look correct, but please be aware that this aircraft had ASV.Mk.III Radar fitted and not H2S. I am researching to see if there were any differences in radome shape, but I suspect not.

The engines had developed further and were now fitted with Morris Block Radiators, parts 161 and 162. These are also oversize in scale. Lastly, the aircraft was fitted with four blade propellers, but these were standard Rotol propeller blades, not the paddle blades as provided in the Kit.

Conclusion

This is a nicely produced kit, offering good build options with a wide range of parts. It is a modern approach to the Halifax, with crisp moulding, good detail and delicate panel line engraving. Some parts are very accurate, others not. On completion, I have to admit it is an attractive model even if I can see where things are not right. I am sure the Czechs are already looking at the kit and measuring up opportunities for replacement parts. I also have no doubt that Revell have development plans for other variants in the future.

Would I buy more of this kit ? The answer is yes. In spite of its few inaccuracies, it is the best Halifax kit on the market. No model has even been 100% accurate and as model making is my hobby, I know I can work with it and utilise other parts to overcome any shortcomings. At £19.99 it represents good value for money.

Thanks to Steve Hague of Doncaster Aeroventure and Andy Simpson of the RAF Museum at Hendon for assistance with this article

SAMI

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Minicraft's Boeing 757-200 as a DHL Freighter

BY ANDY MCCABE

The Boeing 757 was designed at the same time as the 767, and the first aircraft was rolled out of their Renton factory on the 13th January 1982, making its initial flight on 19 February of the same year. The launch customer for the first Boeing 757 was Eastern Airlines, which commenced scheduled services on 1 February 1983 followed shortly afterwards by British Airways. The Boeing 757 was in production between 1982 and 2004 with 1050 airframes built in both -200 and -300 configurations.

The 757 is powered by either two Rolls-Royce RB211, Pratt & Whitney PW2037, PW2040, or PW2043 engines and can accommodate between 200 and 289 passengers depending on configuration. The aircraft has been very popular with airlines and has seen worldwide use, many airframes seeing a new lease of life on their withdrawal from passenger use as freighter aircraft.

The Minicraft kit contains two sprues of white and one clear sprue of injection moulded plastic, one instruction sheet and one decal sheet. The decals from the kit would not be used on this review, however, as the model would be built utilising Draw Decals set 44s-757-42 for a DHL 757-200F.

These decals are superbly produced with crisp, sharp colours and registration. Each set is accompanied by a full colour double sided A4 sheet of instructions for the colour scheme and decal placement as well as any modifications required to convert or upgrade the donor kit.

As there is no cockpit detail the first stage is to glue the nose weight into position and then join the two fuselage halves together. The interior of the nose was sprayed black and then the cockpit glazing was masked and fitted, this part was not a very good fit and required a fair amount of filler to blend it in. Fortunately the cabin roof is moulded integrally with the windows, so fairing this part in is possible without compromising the glazing.

Boeing 757-200

TECHNICAL DATA
Scale: 1/144
Kit No: 14463
Type: Injection Moulded Plastic
Manufacturer: Minicraft
UK Importer: Creative Models
ALSO USED:
Draw Decal Set 44s-757-42 DHL 757-200Fs
www.drawdecal.com

The kit decal sheet, of course, provides windows for the passenger cabin, but their absence is a positive benefit if a freighter is being modeled

Minicraft's kit includes a cockpit transparency but no passenger windows – making it an ideal subject for a freighter

The company was formed as Elan Air in October 1982 and became DHL Air in August 1989. Elan operated night freight charters for DHL using the Armstrong Whitworth Argosy and Handley Page Dart Herald (Wim Bladt)

Draw's sheet for the 757 in DHL livery

The nose-up attitude of the engines is a little suspect, and would have been recified earlier had it been noticed…

Also available – a Fed-Ex sheet. Many of Draw's sheets also come in 1/200, and the full range is well worth investigating

A striking 757 seen here in company with aircraft in the original DHL scheme. DHL Air UK has its main base at East Midlands Airport (Stahlkocher)

An attractive model, built up quickly with no more than the usual work required to remove seam lines from long tubular fuselages

DHL Air UK Boeing 757-236(SF) G-BIKO seen here at Budapest in August 2010 (Raimond Spekking)

An official company publicity shot showing a pristine line-up of 757s

Perhaps a conversion job for another day...

The wings were now assembled and fitted and the model was ready for a coat of primer - as you can see there are not many parts to the kit, and before long the painting can commence. Any gaps or surface blemishes were corrected and another coat of was primer applied. This issue of the standard kit is supplied with American Airlines 1959 Retro scheme decals. The Draw Decal sheet contains markings for at least 2 aircraft in the newer DHL livery of Yellow and Red.

The upper fuselage surface was sprayed with Tamiya X-4 Lemon Yellow then when dry masked and the lower fuselage was sprayed with Tamiya X-7 Red.

The wings and tailplanes were sprayed with Xtracrylix XA1137 Light Gull Grey and the leading edges with Tamiya XF-16 Aluminium. The tailplanes were left off until the final assembly stage.

I now began the decaling. The Draw Decal decals are printed on a continuous film so each item requires trimming from the sheet before use. They were all applied without the need for any setting solution although they are very delicate and require careful handling otherwise they will fold back on themselves or break.

Final assembly now began by painting and assembling the undercarriage and engines and then fitting them to the model. The engines have a curious nose up attitude which does not look correct but would be difficult to cure at this stage.

Not a complicated kit to build as there are not that many parts. Straight from the box with the American Airlines decals the build would be - and was - quite quick. The Draw Decal sheet is beautifully produced and the finished model is certainly very striking in its yellow/red livery, especially when sitting next to the DHL Boeing 767. Combining the two made for a quick build and a very attractive result, and one that might appeal more to the average modeller than a straightforward passenger aircraft.

Why not give it a try?

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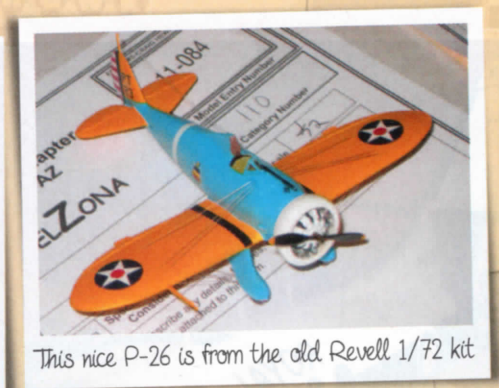
Tamiya's paints provide a good match for the DHL house livery

The CAF B-17G pulls a spectacular take-off



This nice P-26 is from the old Revell 1/72 kit

CLASSIC Plastic

BY PAUL BRADLEY

Phoenix Classix

Our Monthly look in the Attic!

Heller's 1/72 Heinkel He 112B in Romanian markings

If it's November, it must be ModelZona, the annual model show of the IPMS Phoenix chapter. If it's November in Phoenix, it's usually very pleasant, weather-wise - this year was an exception, and my daughter Robin and I found ourselves battling a snowstorm as we headed down the mountain from Flagstaff, into an unseasonably cold Valley of the Sun. Nevertheless, the warm welcome from my friends at IPMS Craig Hewitt soon had us thawed out.

This year's show, held as usual at the Commemorative Air Force Museum at Falcon Field, was more than just a model contest, with plenty of vendors from the region attending, while the CAF treated all to the sight of their B-17 and B-25 running up, then taking off to attend an airshow. The contest itself was a record-breaker, with well over 450 entries in the competition. Included were a sprinkling of classic kits and I present here a few photos of those.

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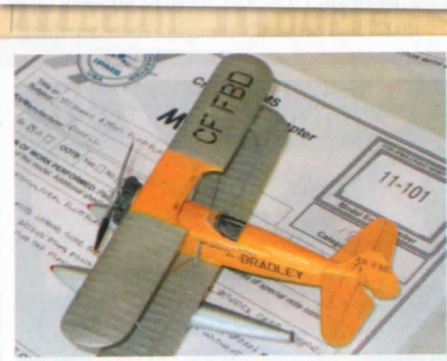
The venerable but serviceable Airfix 1/72 Devastator

Airfix 1/72 Cessna O-1 in South Vietnamese markings

The vendor tables groaned under the weight of classic kits.



Heavily modified, Revell's 1/72 Stearman in agricultural markings – wonder if the 'owner' is a relative?!

Airfix Jetstream T.2 Conversion

BY BARRY WEBB

Developed by Handley Page in the mid-sixties, the Jetstream was one of the first regional turboprops, and also attracting the interest of the US Air Force as a small cargo aircraft. When, due to labour problems at the factory, Handley Page was unable to meet the agreed-to delivery dates, the USAF cancelled its contract for eleven C-10A aircraft. Subsequently, after Handley Page went into receivership, Scottish Aviation took over the manufacture of the Jetstream, and among its other customers, supplied the RAF with twenty-six planes as the Jetstream T.1. Fourteen of these were later transferred to the Royal Navy as Jetstream T.2s for use in training observers.

In 1969, Airfix kitted the Jetstream in its guise as the unbuilt (except for a single flying prototype) C-10A – seen in the pilot of Gerry Anderson's UFO TV show - and converting this to a Jetstream T.2 turned out to be lot more work than I had originally thought. There are three major differences between the C-10 and the Jetstream T.2 – the C-10 had Garrett turboprops rather than the Turbomeca Astazous of the Jetstream T.2; the C-10 had a cargo door built into the port fuselage side; and the Jetstream T.2 had a radar nose. I had the M&E Models conversion set, which offered the radar nose, the Astazou engines, and decals, but all of these parts needed to be 'adjusted' in order to fit and look right.

The new nose was attached as shown, and a lot of filler was used to get the correct contours. This was actually done after the fuselage halves had been joined, at which time I also reshaped the ventral fin and tail cone. Before that though, there was much work to be done on the fuselage.

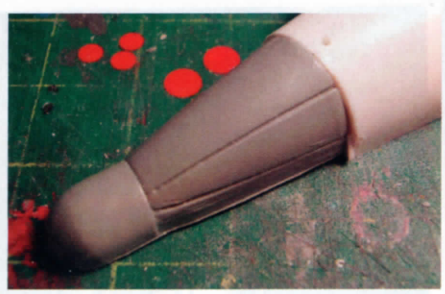
I cut out part of the cockpit roof and inserted a piece of clear styrene, which would become the missing 'eyebrow' windows. Further back, the C-10 cargo door arrangement had to be undone, as this was not fitted to the RAF/RN aircraft. I cut the window out of the door and moved it forward to its proper location then glued the rest of the door in position and, after filling the hole with plastic, smoothed it over with filler.

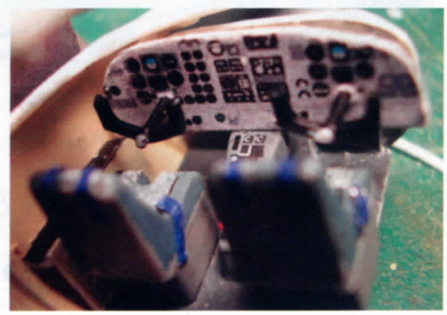
Original 1969 classic boxart for the Airfix Jetstream

The cabin interior was scratchbuilt using photos and verbal descriptions from the Internet as reference. An instrument panel and glare shield have to be scratch built also as they are not included in the kit. I found a nice drawing of the instrument panel that I could just scale down and glue in place. Note also that there is no actual bulkhead between the cockpit and cabin in this version; there are heavy curtains which are usually tied back but can be used to separate the two spaces.

Inverting the surplus main landing gear doors

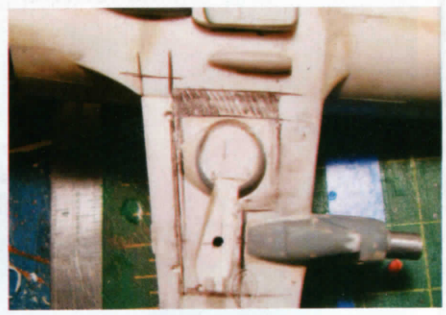
M&E Models conversion set, and not-so-classic Airfix boxart from the early Eighties...


A bad nose-job - M&E replacement nose needs work

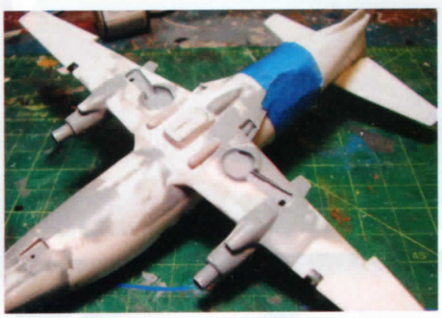

The instrument panel was created from a drawing

The cabin interior is completely scratchbuilt

Barry made some mods to the M&E engine nacelles



The wheel wells needed some re-work



The undersides after all the required mods

and gluing them in place gave an adequate wheel well. I then glued the wings together and finished boxing in the gear wells.

For the engines, M&E supply two Astazou engine pods to replace the Garrett units supplied with the kit for the C-10. I replaced the reduction gear housing with a section with aluminum tubing and adapted the kit air scoop to fit the M&E part. Then, after joining the wings and fuselage, I cut out the Garrett engines and attached the Astazous.

At this point, I discovered that, while the landing gear struts were correctly positioned, the landing gear wells were located about 5mm too far outboard. My solution was to cut out a section surrounding the wells and move it over, but this could not be done without creating a huge step at the fuselage, so I had to replace the entire fuselage belly panel as well. This meant also having to remake all of those various air scoops boxes and fairings. Having done all of that, I decided that I might as well lower the flaps too, so off they came.

Some small details that needed corrections:

- Make new flaps using some old B-24 ailerons
- Add side walls to the stairs on the entry door
- Adjust the angle on the scissor strut (Original on the right)
- Add trim tabs to the ailerons and stabilizers

With the model all painted up and ready to go, I used the M&E decal for the blue stripe and main titles but added other details from my spares box. Mostly, I just looked at pictures of the aircraft and tried to replicate what I saw. This model was awarded trophies for 'Best Airfix Model' and 'Best Handley Page Aircraft' at Scale ModelWorld 2011. My British friend James says that it's ok for me to feel 'Well Chuffed.'

SAMI

Graham Hurst's Heller Bf 109B

Heller Bf 109E-3

Gallery

Following the recent Heller articles, Graham Hurst sent me photos of his Heller Bf 109 collection. Back in the Seventies, Heller released a complete range of 109s, from the B/C through K, and most of them were pretty decent little kits, as Graham shows.

SAMI

Heller Bf 109E-7

Heller Bf 109G-6

If you have a classic model that you'd like to include in the gallery, or photos of your classic stash, please e-mail me a high resolution photo or two (and some notes on them) to *paul@sampublications.com* – thanks!!

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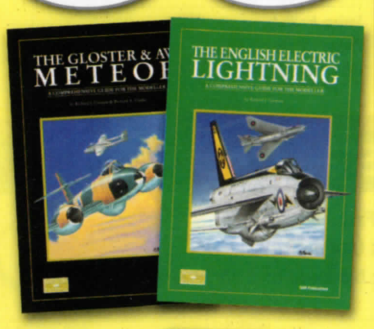

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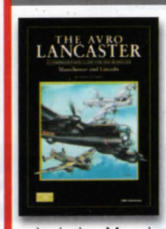
MODELLERS DATAFILE

Modellers Datafile offers a one-stop reference for the modeller, including plans, colour artwork and a comprehensive history and technical description.

MDF4 • The Avro Lancaster



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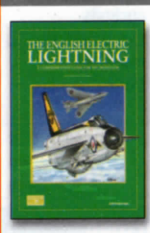

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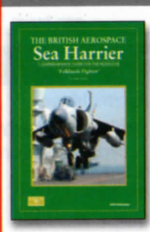

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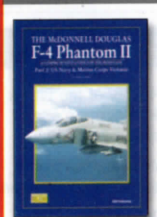

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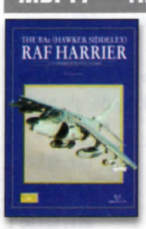

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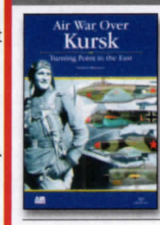

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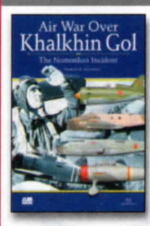

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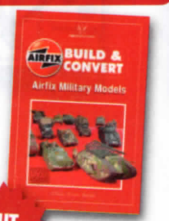

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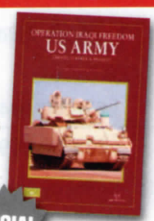

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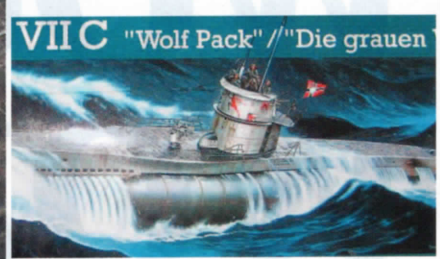

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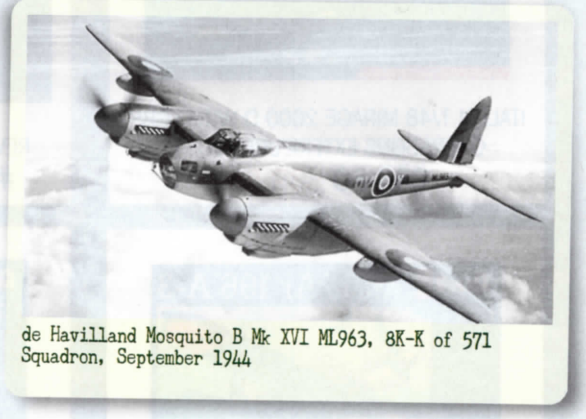
DH.98 Mosquito NF MkII, DZ726, No 141 Squadron, 100 Bomber Support Group, RAF Wittering, Jan 1944

WOODEN WORK

The Mosquito in Brief



de Havilland Mosquito B Mk XVI ML963, 8K-K of 571 Squadron, September 1944

BY JACK TRENT

ARTWORK BY JOHN FOX

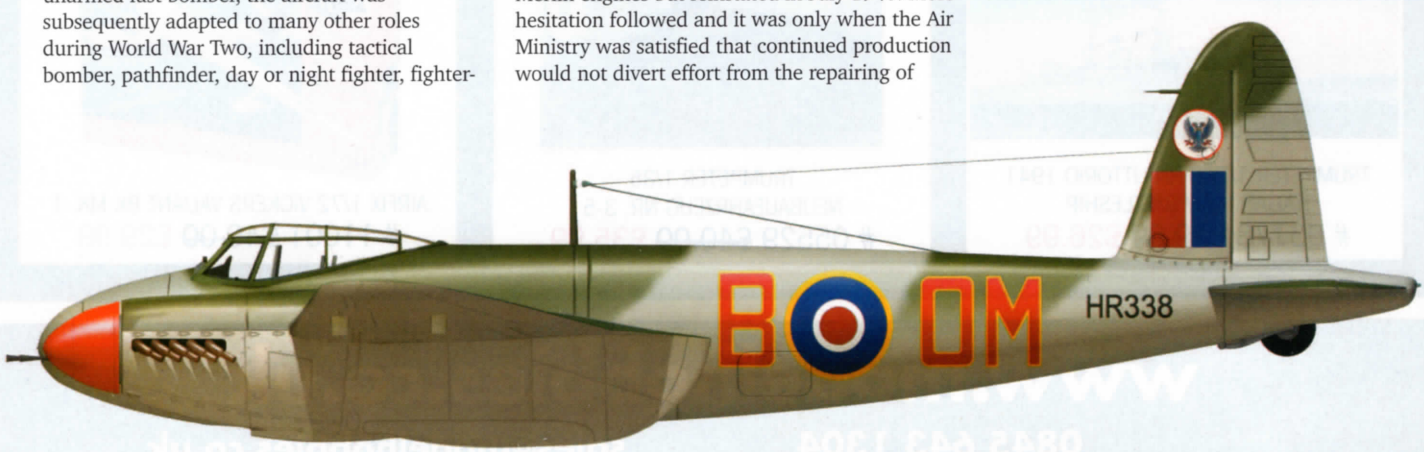
Modellers Profile should know better than to tackle as large and thoroughly exhausted a subject as the Mosquito in the modest space allowed here, but as it has been decreed thus, the best way of tackling it is to offer the customary 'idiot's guide' for the very many readers who have never built a model of the type, and for whom it has hitherto afforded only a passing interest.

The D.H.98, subsequently the Mosquito, was conceived in the late 1930s, in answer to a ministry specification. Originally intended as an unarmed fast bomber, the aircraft was subsequently adapted to many other roles during World War Two, including tactical bomber, pathfinder, day or night fighter, fighter-bomber, intruder, maritime strike and photo-reconnaissance aircraft. Chiefly remembered for its speed and its unusual wooden construction, it saw widespread service in Europe and the Mediterranean, as well as in the CBI theatre and briefly in the Pacific.

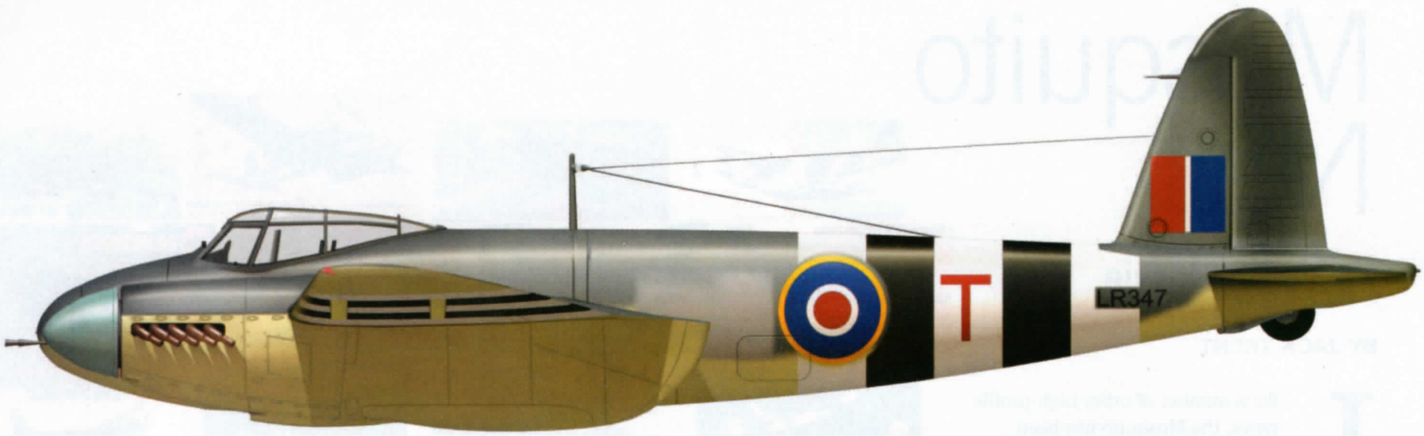
By the time scepticism and uncertainty had been overcome, and the design ordered into production in December 1939, the aircraft promised a speed of 397mph at 23,700 feet, a cruising speed of 327mph, a range of 1480 miles, and a maximum service ceiling of 32,100 feet. Work was postponed following the fall of France and a revised priority with regards to the Merlin engines but reinstated in July 1940. More hesitation followed and it was only when the Air Ministry was satisfied that continued production would not divert effort from the repairing of

General characteristics

Crew: 2: pilot, navigator/radar operator
Length: 41 ft 2 in (13.57 m)
Wingspan: 54 ft 2 in (16.52 m)
Powerplant: 2 × Rolls-Royce Merlin 21/21 or 23/23 (left/right) liquid-cooled V12 engine, 1,480 hp (21 & 23) (1,103 kW) each
Maximum speed: 366 mph, 610 km/h at 21,400 ft
Service ceiling: 29,000 ft (8,839 m)



DH.98 Mosquito FB MkVI, HR338, No 107 Squadron, RAF Great Massingham, Feb 1944



DH.98 Mosquito FB MkVI, LR374, No 248 Squadron, Banff Strike Wing, June 1944

Armament

Guns: 4 × 20 mm (.79 in) Hispano Mk II cannon (fuselage) and 4 × .303 in (7.7 mm) Browning machine guns (nose)

Bombs: 4,000 lb (1 800 kg)

Merlin engines and the production of Tiger Moth trainers, that the project was allowed to continue. Such hesitancy can only seem ironic in hindsight, given the success the aircraft was subsequently to become.

By February 1941 teething problems were largely overcome. Mass production plans were drawn up that year for what was by now the world's fastest operational aircraft, and the Air Ministry authorised nineteen PR machines and 176 fighters, along with a further fifty airframes undesignated, which were subsequently confirmed as unarmed fast bombers. By the end of January 1942, contracts had been awarded for 1,378 Mosquitos of all variants, including twenty T.III trainers and over three hundred FB VI bombers. Another 400 were to be built by de Havilland Canada. Total production, including postwar orders, eventually reached well over 7,800 airrames.

The revolutionary design and lightweight construction afforded the aircraft excellent range, as well as speed, with nine internal fuel tanks distributed throughout. The aircraft bombed and fought its way through the rest of the war years earning itself an enviable combat record, and passed into legend, although these factors have tended to cloud some of the minor details of its service, and almost negated its post-war use both in the United Kingdom and abroad.

de Havilland Mosquito B Mk XVIs, including the Percival-built PF563, closest to the camera

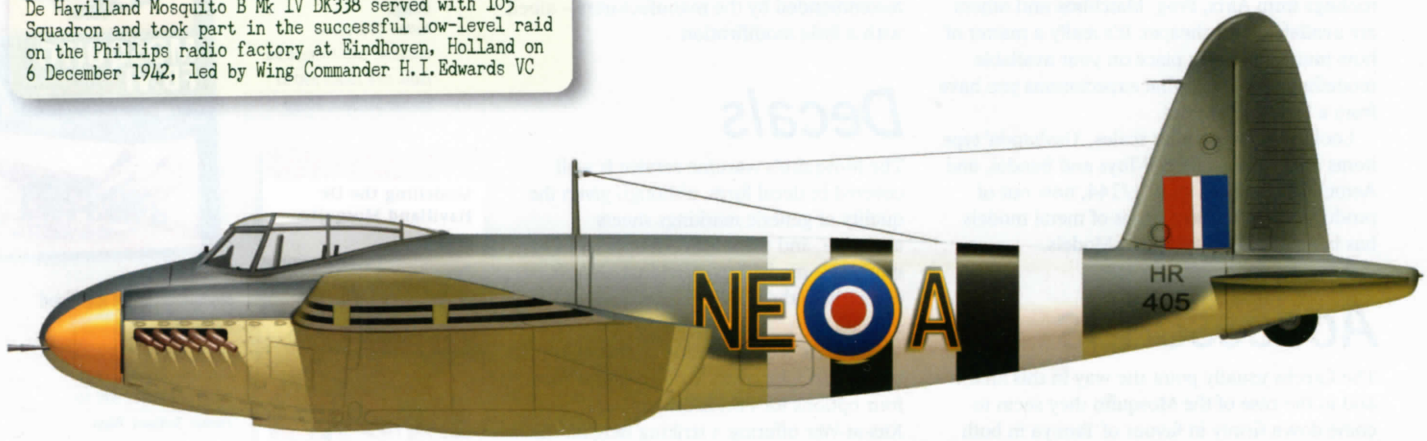
Fighter bomber, night fighter, and photo-reconnaissance platform, as well as trainer and latterly a target tug, the Mosquito saw a wide range of sub-variants, but aside from the nose the basic appearance of the aircraft differed little throughout its service. Perhaps the most radical departure was the postwar Sea Mosquito TR Mk 33, which featured folding wings, arrester hook, thimble nose radome, Merlin 25 engines with four-bladed propellers and a revised landing gear. Fifty were built, and like the FB.VI were armed with four 20mm cannon, with a capacity for two 500lb bombs in the bomb bay, (another two could be fitted under the wings) eight 60lb rockets (four under each wing) and a standard torpedo under the fuselage. The first production TR.33 flew on the 10 November 1945.

For the dedicated enthusiast, then, there are as many operators of the type as one could wish, with kits and accessories to build a comprehensive line-up. For those simply wanting a good representation of the aircraft's operational service, an FB.VI, an NF.II and a PR.IV will do the trick, and this can be achieved 'out of the box' to a very high standard.

Modelling the Mosquito couldn't be simpler

SAMI

De Havilland Mosquito B Mk IV DK338 served with 105 Squadron and took part in the successful low-level raid on the Phillips radio factory at Eindhoven, Holland on 6 December 1942, led by Wing Commander H.I.Edwards VC



DH.98 Mosquito FB MkVI, HR405, No 143 Squadron, Banff Strike Wing, June 1944

Mosquito Net

Making a Mossie

BY JACK TRENT

Like a number of other high-profile types, the Mosquito has been bizarrely under-kitted, initially due to the repeated release of older toolings, which deterred updated releases for some years. Then, along came the Tamiya kits and – in 1/72 and 1/48 at least – there has been little incentive for a new kit as the bar has been set so high.

Airfix released their 1/24 kit to a mixed reception – on the one hand rapture at the sheer size and opulence of the kit, while on the other some disappointment that it wasn't in 1/32, a scale more attuned to the current aftermarket, that would have allowed greater scope to modellers. This leaves a gap in the market, as only the ageing and out of production Revell kit is currently tooled in this scale. How a 1/32 Mosquito has been so far overlooked, certainly by Trumpeter and the like, is a mystery to many, but no doubt we won't have to wait too long.

Moving down a scale, the logical choice for the modeller in 1/48 are the superb Tamiya items, partially because of the quality of the kits, but also because by far and away the bulk of available update and conversion sets are aimed at this tool. Revell released a nice FB.VI in the scale recently, and Eduard's etched details range covers this kit, but for the older Airfix toolings there is far less available. The original Revell-Monogram tooling, dating from 1966, is good for its age, but the make or break on any kit is the quality of the transparency, and with this in mind it is hard to recommend anything older than the Tamiya releases.

In 1/72 it is the same story. Take the canopy and work backwards from there. Tamiya's kits are superb, with the Hasegawa coming a close second for many. Once again the aftermarket points the way, with manufacturers showering product on those kits most likely to sell. Older toolings from Airix, Frog, Matchbox and others are available, and cheaper. It's really a matter of how much value you place on your available modelling time, and what expectations you have from a finished product.

Looking at the smaller scales, 'Gashapon' type items are available from F-Toys and Bandai, and Aeroclub released a kit in 1/144, now out of production. In 1/200 a series of metal models has been released by Helmet Models.

Accessories

The Czechs usually point the way in this area, and in the case of the Mosquito they seem to come down firmly in favour of Tamiya in both 1/72 and 1/48. In 1/24 there is little available for the Airfix kit, although a couple of UK manufacturers are flying the flag – Mastercasters and Alley Cat have a number of items, with the latter offering a complete conversion for the Sea Mosquito, the folding wings of which might make the model a little easier to display!

In 1/48 the usual suspects bring plenty to the party, with Aires, CMK, Eduard and the like offering a wide range of conversion and detail parts. Eduard also cover the newer Revell kit with their excellent colour etch, while the Paragon range, long-associated with older kits of the type, is becoming harder to find.

In 1/72 the story is much the same, with Tamiya catered for all across the board. CMK offer some nice items for the Hasegawa kits, while the Airwaves range offers an etched set for the Airfix and Matchbox kits.

One might reasonably suppose that all kits of the same type might be identical in shape and size. Naturally this is not the case, but many items can be applied to kits other than those recommended by the manufacturers – albeit with a little modification

Decals

The Mosquito's wartime service is well covered in decal form, although given the quality of generic markings sheets available, and the relative simplicity of RAF markings, modelling individual aircraft, certainly in the smaller scales, is not difficult.

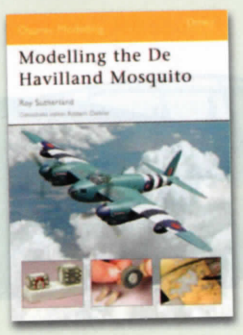
1/24 has seen a handful of sheets for the recent Airfix kit, with Xtradecal providing four options for FB.VIs on one sheet, and Kits-at-War offering a striking Belgian Air Force example. Ventura have a couple of sheets in 1/32, but given the scarcity of the Revell kit, there is little else readily available.

In 1/48 most of the mainstream producers cover the type, notably Freightdog, with a number of postwar options, Vingtor with some nice wartime BOAC schemes, and a selection from Isra covering Israeli usage. Colorado have a sheet offering Czech, French, Israeli and EAAF options too.

Most of those options quoted above are available in 1/72 from the respective manufacturers. Maestro's sheet for the Swedish J 30 Mk XIX is notable, while Aviaeology's coverage of RCAF types is comprehensive in all three of the scales currently covered by kits.

References

Mosquito FB.VI: Airframe, Systems and RAF Wartime Usage
Author: Dave Brown
Publisher: SAM Publications
ISBN: 978 19069 590 81
Format: Softback, 100pp



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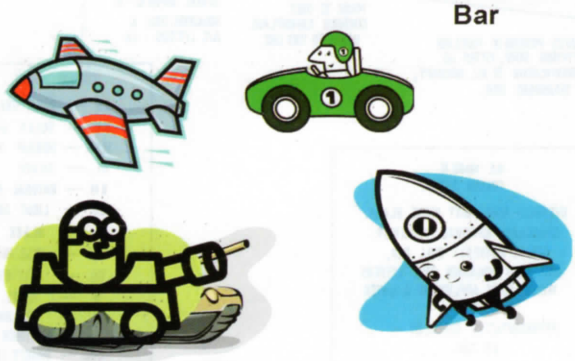

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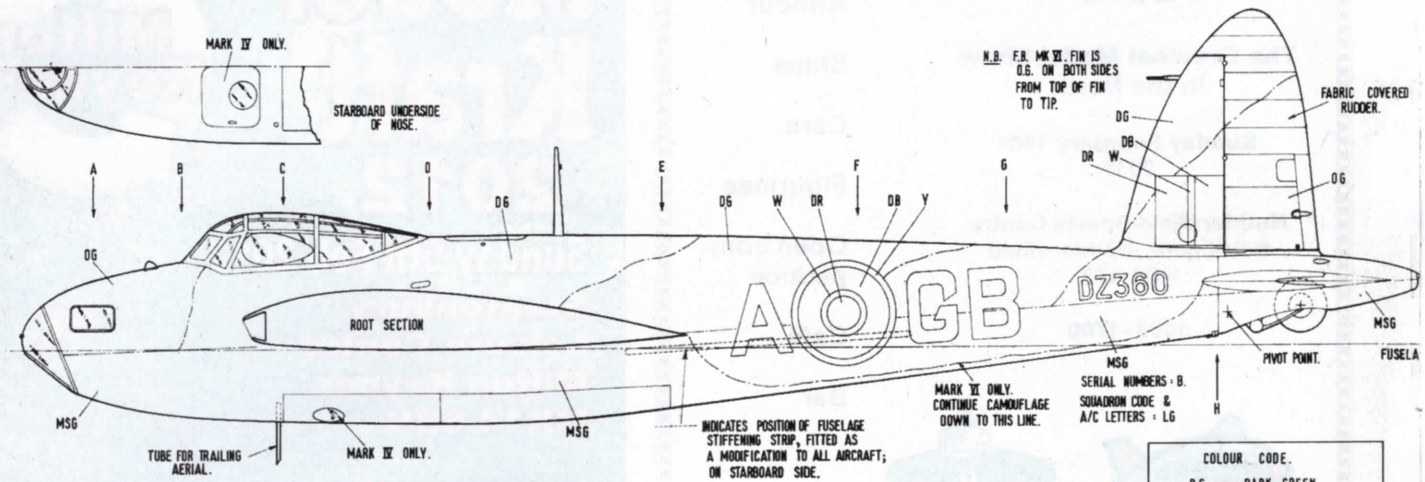
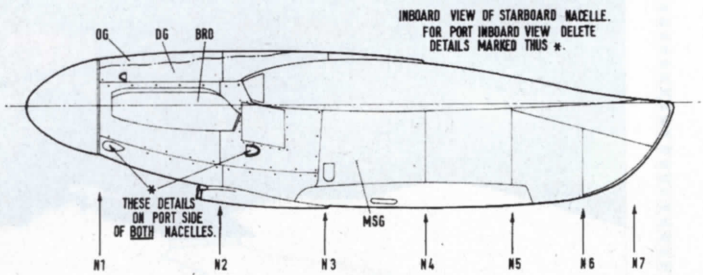


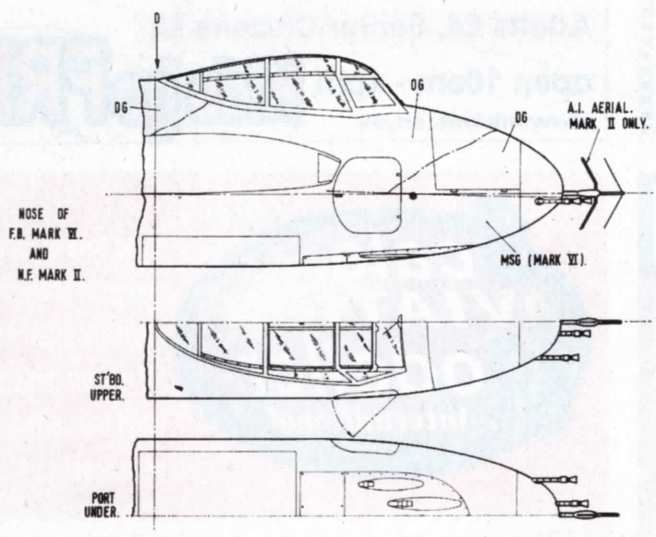


N.F. MARK II.
COLOUR NOTES.

OVERALL : SEMI-MATT NIGHT BLACK.
STANDARD NATIONAL MARKINGS.
SERIAL NUMBERS : DULL RED, AND ALSO SQUADRON CODE LETTERS WHICH WERE APPLIED AT A LATER DATE.
REPRESENTATIVE SERIAL Nº — DD 750.

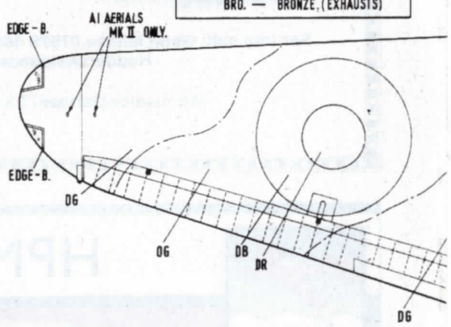
COLOUR CODE.

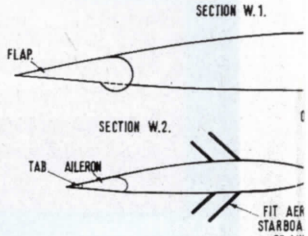
DG. — DARK GREEN.
OG. — OCEAN GREY.
MSG. — MEDIUM SEA GREY.
Si. — SILVER
NM. — NATURAL METAL.
LG. — LIGHT GREY.
B. — BLACK.
DB. — DULL BLUE.
DR. — DULL RED.
W. — WHITE.
Y. — YELLOW.
S. — 'SKY' (DUCK EGG BLUE.)
BRO. — BRONZE, (EXHAUSTS)

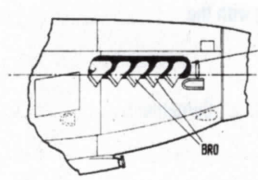


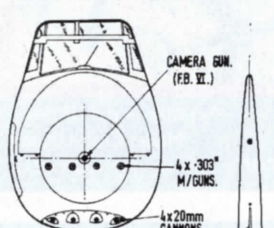
F.B. MARK VI.
COLOUR NOTES.

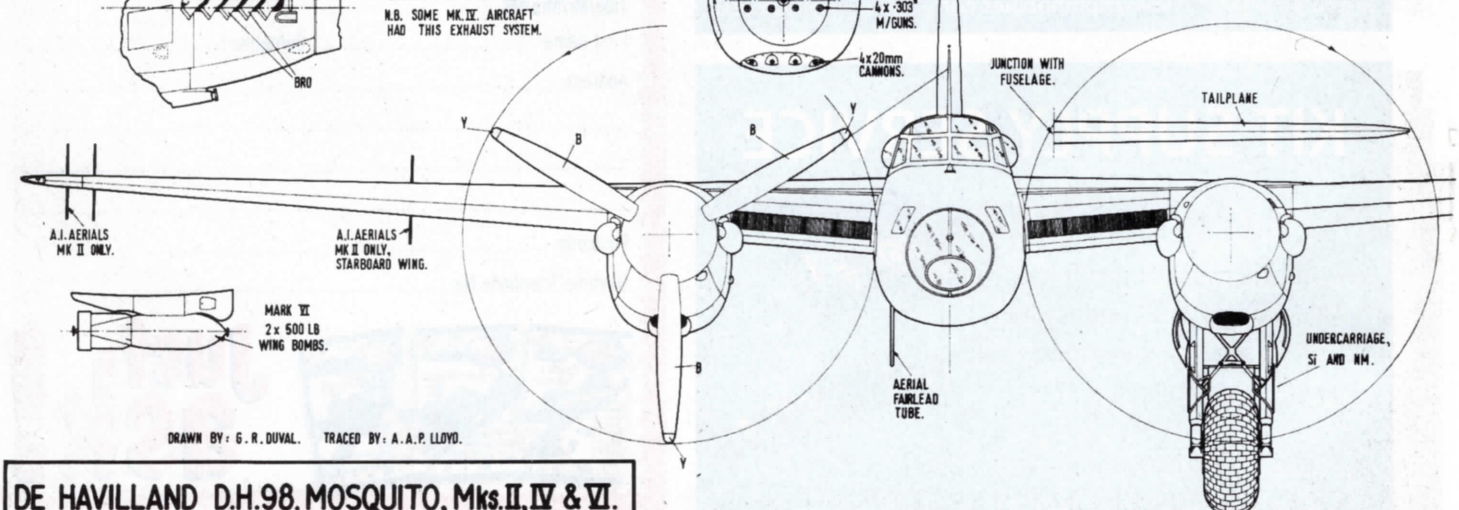
CAMOUFLAGE AS B. MARK IV.
SQUADRON CODES : 'SKY.'
SPINNER : 'SKY.'
18" 'SKY' BAND AROUND REAR FUSELAGE, FROM LEADING EDGE OF FIN FILLET FORWARD.
ABOVE DETAILS APPLY TO AIRCRAFT HP 927 ; SY-B, OF Nº 613 SQUADRON.





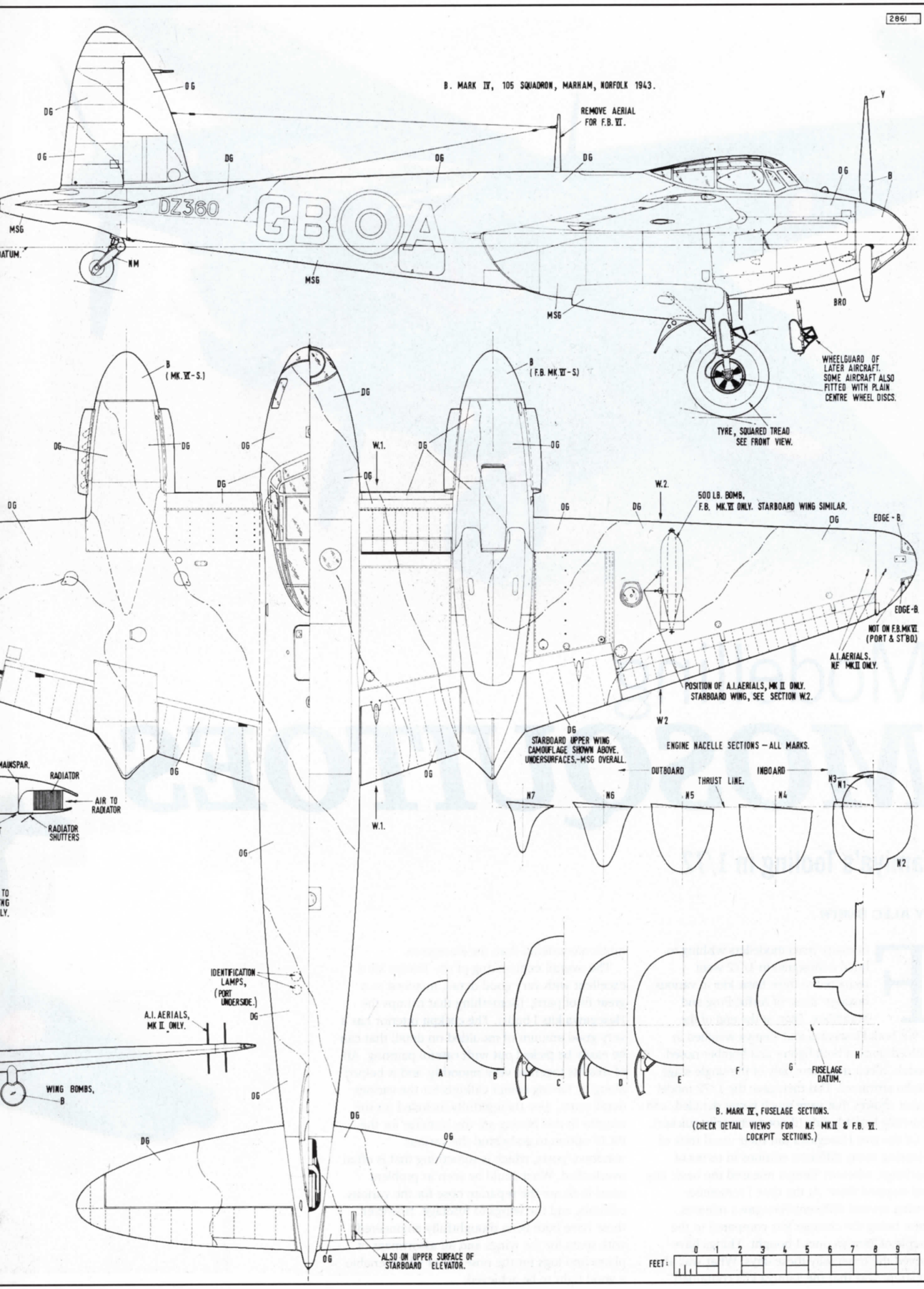

OUTBOARD VIEW OF STARBOARD NACELLE.
SHOWING UNSHROUDED EXHAUSTS OF F.B. MK.VI.
N.B. SOME MK.IV. AIRCRAFT HAD THIS EXHAUST SYSTEM.
BRO





DRAWN BY : G. R. DUVAL. TRACED BY : A. A. P. LLOYD.

DE HAVILLAND D.H.98. MOSQUITO, Mks.II, IV & VI.


2861
B. MARK IV, 105 SQUADRON, MARHAM, NORFOLK 1943.
DZ360
GBOA
REMOVE AERIAL FOR F.B. VI.
WHEELGUARD OF LATER AIRCRAFT. SOME AIRCRAFT ALSO FITTED WITH PLAIN CENTRE WHEEL DISCS.
TYRE, SQUARED TREAD SEE FRONT VIEW.
B (MK. V - S.)
B (F.B. MK VI - S.)
500 LB. BOMB, F.B. MK. VI ONLY. STARBOARD WING SIMILAR.
EDGE - B.
NOT ON F.B. MK VI. (PORT & ST'BD.)
A.I. AERIALS. N.F. MK II ONLY.
POSITION OF A.I. AERIALS, MK II ONLY. STARBOARD WING, SEE SECTION W.2.
STARBOARD UPPER WING CAMOUFLAGE SHOWN ABOVE. UNDERSURFACES, MSG OVERALL.
ENGINE NACELLE SECTIONS – ALL MARKS.
OUTBOARD
INBOARD
THRUST LINE.
RADIATOR
AIR TO RADIATOR
RADIATOR SHUTTERS
IDENTIFICATION LAMPS, (PORT UNDERSIDE.)
A.I. AERIALS, MK II ONLY.
WING BOMBS, B
ALSO ON UPPER SURFACE OF STARBOARD ELEVATOR.
FUSELAGE DATUM.
B. MARK IV, FUSELAGE SECTIONS.
(CHECK DETAIL VIEWS FOR N.F. MK II & F.B. VI. COCKPIT SECTIONS.)
FEET: 0 1 2 3 4 5 6 7 8 9

Modelling MOSQUITOES

Tamiya's Tooling in 1/72

BY ALEC SMITH

For many years modellers wishing to build a Mosquito in 1/72 were restricted to three basic kits in various boxings: those of Airfix, Frog and Matchbox. Then at the end of the 1990s both Hasegawa and Tamiya weighed in with editions of both fighter and bomber-nosed models, albeit they were only of the single-stage Merlin airframes. This then gave the 1/72 model maker choices that were much better detailed, and generally better builds (if not necessarily quicker).

Of the two Hasegawa did their usual trick of releasing many different editions in terms of markings, whereas Tamiya released the basic kits and stopped there. At the time I remember getting several different Hasegawa releases, these being the cheaper kits compared to the couple of Tamiya ones I bought. Things have moved the other way these days. What was also apparent was that the Tamiya kits contained much more detail than the Hasegawa.

The overall engineering of the Tamiya kit is excellent with very good detail, matched to a great fit of parts. (Something that trumps the Hasegawa kits I built). The cockpit interior has a very good amount of moulded-on detail that can be easily be picked out with careful painting. All of this fits together very smoothly, and is helped along by having colour callouts for the various detail parts. Also thoughtfully included for the interior in this boxing are the cameras for the PR.IV option to go behind the various windows/ports, which is something that is often overlooked. What could be seen as problem areas in fit are the separate nose for the various editions, and the wings to fuselage. However these have both been thoughtfully engineered, with spars for the wings and an assortment of plates and lugs for the nose, all of which enable a good tight to be achieved.

De Havilland Mosquito PR.IV

TECHNICAL DATA	
Scale: 1/72	Kit No: 60753
Type: Injection Moulded plastic	
Manufacturer: Tamiya	
UK Importer: The Hobby Company	
US Importer: Tamiya USA	

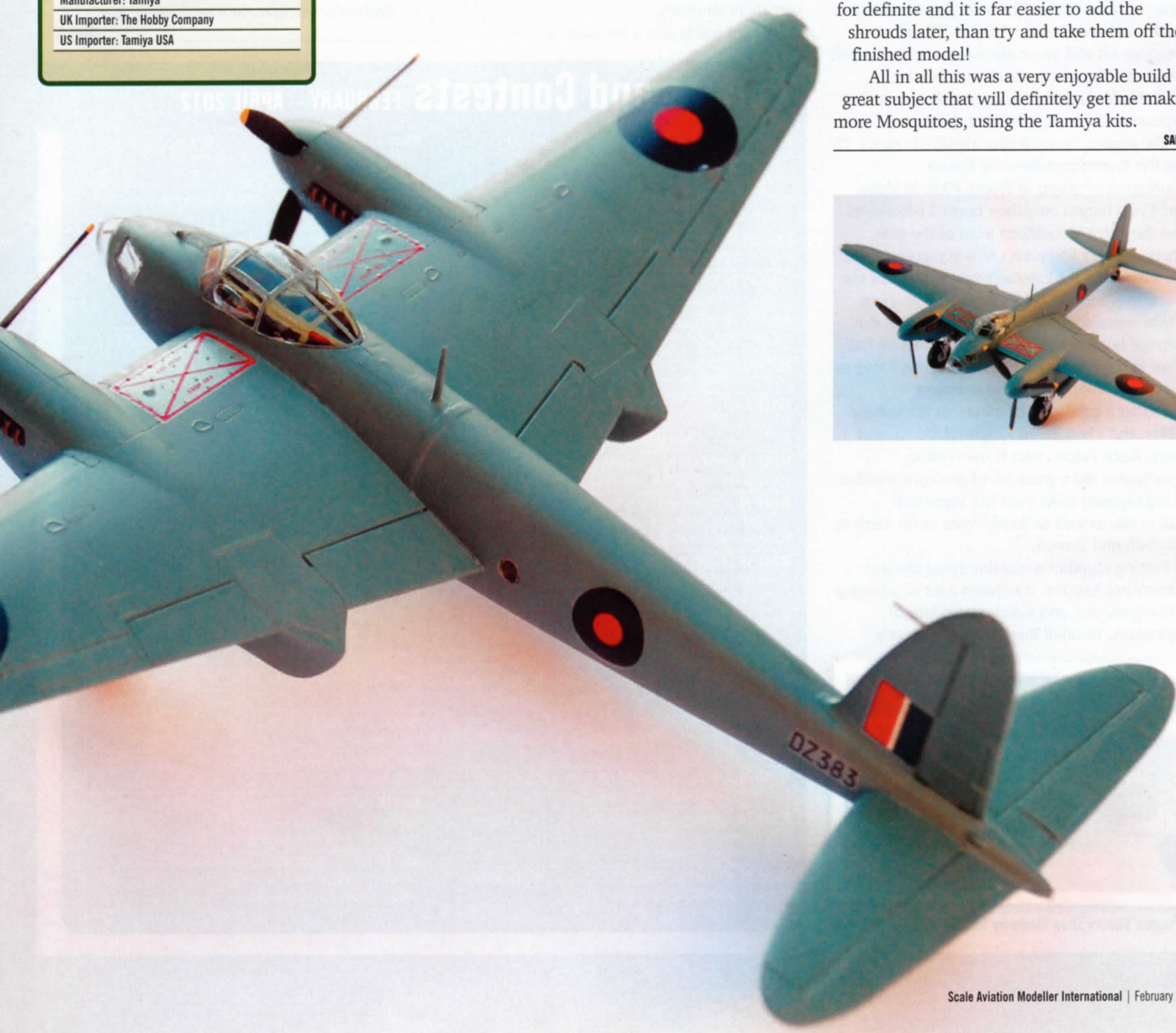
The undercarriage has decent tread detail moulded onto the tyres, and allows for the different hubs to be fitted. They also included the 'tank' in each wheel well attached to the main oleos, which although only visible after picking the model up, does add detail, and an extra bit of strength and rigidity to the undercarriage. The gear doors attach with a set of pegs and holes that may look like hugely oversize hinges, but make life so much easier. Separate clear parts are provided for the wingtip lights.

The kit has decals for two bombers and a single fairly anonymous PR.IV. These are DZ367 GB-J of 105 Sqn in Dark Green, Ocean Grey and Medium Sea Grey, DK333 HS-F of 109 Sqn in Dark Green and Ocean Grey over Black, and DZ383 of 540 Sqn in overall PRU Blue. The latter was my choice, due simply to having a current liking for PR subjects, and not often seeing Mossies shown this way. For the blue I used Humbrol 230. After all this came the only snag I had with the build - I used the kit decals, and after taking ages to leave the backing paper half of them split or broke. Fortunately, I did have another kit of the same version, and so stole the decals from it, and they were much better behaved and went on very easily.

I have left the exhausts with the shrouds off, as several references hint that this was the case in service. However, I am still trying to find out for definite and it is far easier to add the shrouds later, than try and take them off the finished model!

All in all this was a very enjoyable build of a great subject that will definitely get me making more Mosquitoes, using the Tamiya kits.

SAMI



IPMS/USA MODELZONA

IPMS (USA) Column

BY MIKE PEARSALL

It's happened again - and it's not like we didn't plan for it, but somehow the local IPMS Chapter managed to put on our one-day show, and it was a success. I'm not sure yet if we made money, but the other metrics sure point to that probability.

The contest had so many entries that the registrars used up all 400 of the preprinted labels. I usually enter a few of my works in hopes of picking up a medal, and last year I was dead certain I was going to win something, since there were only six entries in the 1/144 category, and four of them were mine. I got a third place. This year I got zip, nada, nothing. Obviously there are more talented builders than I out there, and they showed up, and proved it.

I was in charge of the raffle. I consider it a success, as there were no fist-fights in front of the table, and we made money. One of the things that makes a raffle like this one successful is that the vendors individually chip in something for prizes. The local representative of Zoukei-Mura donated a 1/32 A-1H and weapons set and we made it a special item, with a separate draw because this was such a desirable kit and also, quite frankly, the most expensive single thing in the raffle.

The contest venue is also absolutely super. We use the Commemorative Air Force's maintenance hangar at Falcon Field in Mesa. The CAF charges only their normal admission, and they give ModelZona a cut of the gate. There are very few places where you can check the shape of a P-51 model's canopy against the real thing, and the B-17's departure at about 10AM was also an extra you'll not find at the average hotel ballroom or church meeting hall. Later in the day the B-25 also flew out. I love to see these airborne antiques in action.

I spent a good deal of money at the vendor tables. Yes, I bought an Anigrand C-133, and more. Keith Peiper, who is the vendor coordinator did a great job of getting a number of high-quality folks from Las Vegas and California, as well as 'locals' from as far away as Flagstaff and Tucson.

Putting together a one-day event like this doesn't just happen. It requires a lot of planning and organizing, and a certain amount of diplomacy. Wendell Rogers was this year's chairman, and everything came together nicely, but that's only because of the hard work he put in, as well as the others who helped. I'm sure he owes a big debt to those guys who showed up on Friday afternoon to put up all those tables and covered them with paper, then stayed to tear them all down.

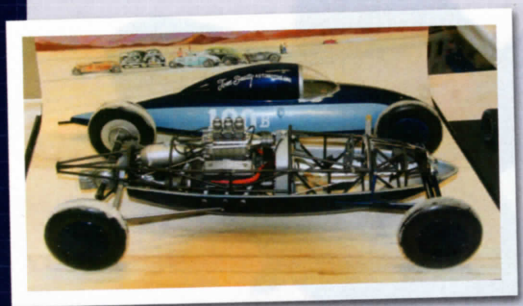
The contest is also a big draw, and Mike Mackowski, the head judge, put together judging teams who obviously knew what they were doing, as I didn't win anything. And I want to recognize Tom Walsh, whose P-38 belly tank car won Judge's Best of Show, Best Automotive, and the 'Automotive, All Others' category.

And we're going to do it again next year.

SAMI

A look at the contest area. Notice the P-51, Phantom, and Stearman in the background

The registration table, raffle, and contest. CAF provides a super venue



The Judges' Best of Show Model by Tom Walsh

Events and Contests FEBRUARY – APRIL 2012

February 4, IPMS First Coast, Jacksonville FL, Jaxcon 2012, U of N FL http://www.ipms-firstcoast.com/home.htm

February 4 , IPMS Mid-Michigan, 28th Annual Contest & Show, K of C Hall, 360 River Rd, Bay City http://www.midmichiganmodelmakers.com/contest.html

February 11, IPMS Santa Rosa & IPMS Mt Diablo, Hobby Expo 2012, Petaluma Community Center, http://www.ipmssantarosa.org/

February 18, IPMS CoMMiES, Golden CO, CoMMiESFest, Jeffercon Co. Fairgraounds, http://www.commiesmodeling.com/

February 18, IPMS Alamo Squadron, San Antonio TX, ModelFiesta 31, Live Oak Civic Center http://www.alamosquadron.com/

February 25, IPMS Richmond, Old Dominion Open, Richmond International Raceway, http://www.ipmsrichmond.org/

March 3, IPMS Red River Modelers, RiverCon 1, Trends and Trains Hobby Shop, Shreveport LA, http://groups.yahoo.com/group/Sportmodelers/

March 10, IPMS Flight 19, Flight 19 Modelfest II, First Church of the Nazarene, Pompano Beach FL, http://ipms-flight19.com/

March 10 , IPMS Metroplex Car Modelers Assn, MCMA Showdown #22, Dr Pepper Star Center, Farmers Branch TX, http://www.themcma.net/Club_Contests.html

March 16-18, IPMS Scale Auto Builders Assn (SABA), The 42nd Annual Bob Paeth Portland Classic Model Car Contest, Portland Expo Center http://www.sabanw.org/

March 17, IPMS Three Rivers, http://www.tripms.org/, A W Beattie Career Center, Allison Park PA, http://www.tripms.org/

March 17, IPMS Catawba Valley Scale Modelers, 1st Annual Catawba Valley Scale Modelers Contest and Swap Meet, VFW Post 2031, Statesville NC, http://www.catawbavalleyscalemodelers.com/Home_Page.php

March 18, IPMS masscar model club, 24th Annual Model Exhibition, Holiday Inn Taunton MA HYPERLINK "http://www.masscar.com/" http://www.masscar.com/

March 24, IPMS South Central Modelers of Minnesota, 8th Annual Scale Model Show and Contest, Five Lakes Center, Fairmont MN

March 24, IPMS Knoxville, Smoky Mountain Mini-Con, UT Ellington Plant Sciences Building, Knoxville TN, http://www.freewebs.com/knoxvillescalemodelers/

March 24, IPMS Warren, SEMMEX 2012, Michigan Military Technical Museum, Warren MI, http://ipmswarren.org/

March 24, IPMS Flying Tigers Scale Model Builders – New Orleans, Great South Tigerfest XIX, St Jerome KC Hall, Kenner, LA

March 24, IPMS Wings, Wheels & Keels Model Club, Annual Wings, Wheels & Keels Model Show & Contest, Woodmere Park Auditorium, Venice FL

March 25, IPMS Wings & Wheels Modelers, Valleycon 22, K of C, Chicopee MA, http://www.wwmodelclub.org/

March 31, IPMS Scale Auto Builders Ass'n, 22nd Annual Pacific NW Model Car Fest, Holiday Inn Portland Airport, Portland OR, http://www.sabanw.org/

April 1, Southern Maine Scale Modelers (SMSM), DOWNEASTCON 2012, Thornton Academy Linnell Gymnasium, Saco Maine

April 7, IPMS-Seattle Spring Show / Contest 2012 (R-7 Regional) Renton Community Center, Renton, WA, http://ipms-seattle.org/springshow/

April 7, IPMS Phantom Phlashers Phantom Phurball 3, Anniston Meeting Center, Anniston AL, http://www.phantomphlashers.org/

April 13/14, IPMS/Wright Field Scale Modelers, WrightCon 2012 - R4 Regional, Hope Hotel and Conference Center, Wright-Patterson AFB, OH, http://www.region4.ipmsdayton.com/

April 14 IPMS/Baton Rouge Scale Modelers, Cajun Modelfest XXVII, LSU MiniFarm 4-H Building, Baton Rouge, LA http://www.brscalemodelers.com/

April 14, IPMS Plastic Surgeons, 18th Annual Surgicon 2012, Valley Free Church, West Des Moines, IA, http://www.ipms-plasticsurgeons.com/

April 15, IPMS Niagara Frontier/The BuffCon Boyz, Knights of Columbus Club, Cheektowaga, NY, http://www.ipmsniagarafrontier.com/

April 20-22, IPMS SPACECOAST, MODELFEST 2012, International Palm Resort, Cocoa Beach, FL

April 21, IPMS Champion Valley, CAN/AM Con 10, Holiday Inn, Plattsburgh, NY

April 28, IPMS/Alexander Lippisch Chapter, Fleacon VIII, PS Air Hangar, Cedar Rapids, IA,

April 28, IPMS/Mid-Carolina. Region 12 Regional, SC National Guard Bluff Road Armory, Columbia, SC, http://www.swampfoxmodelers.com/index_2.htm

April 28, IPMS/Grand Junction Scale Modeller's Society, Scale Modeller's Society Show and Contest Center for Independence, Grand Junction, CO, http://www.gjsms.org/

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648047 - IAB-500 imitation atomic bomb	Available
648052 - Bf 110 C/ D main undercarriage wheels	Available
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Fiat G.91R/PAN/T/Y/RN	€ 25,00
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7207 - Su-25 Frogfoots	€ 7,50
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7209 - Hs 123A (in Spain and China service)	€ 22,20
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018 - MiG-23 BN (Type 32-24B)	€ 31,20

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On the VIKING STATION

Revell Germany's Awesome Blohm + Voss Bv 222 Flying Boat

BY ERIC A. BURLEIGH

My first encounter with the Bv 222 was in 1970 when I was feverishly paging through William Green's The Warplanes of the Third Reich. I had just bought it, and was sucking up every bit of history, photography, specification and illustration the monumental volume had to offer when I was stopped abruptly by the almost ridiculous image of this huge plane being towed by a comparatively tiny tractor. It was hard to imagine that this enormous aircraft could actually fly.

A bit of history. On August 19, 1937 a contract was issued for three flying boats designed by Dr. Ing. Richard Vogt of the Hamburger Flugzeugbau, later known as Blohm and Voss, in fulfillment of a requirement for a large commercial flying boat to be operated by Deutsche Lufthansa. Vogt's six-engine design was considered superior to Heinkel's four-engine proposal and Dornier's Do 20, which was to be powered by eight coupled engines.

The completed airframes were destined never to be utilized in their proposed commercial role. Between September 1938 and early 1944 only thirteen of these huge flying boats were completed and almost all of them were used operationally. The Bv 222 V1 underwent trials as an unarmed military transport in the Mediterranean, and in November 1941 returned to the factory to be fitted with armament and was replaced in the supply role between bases in Italy and Tripoli by the Bv 222 V3.

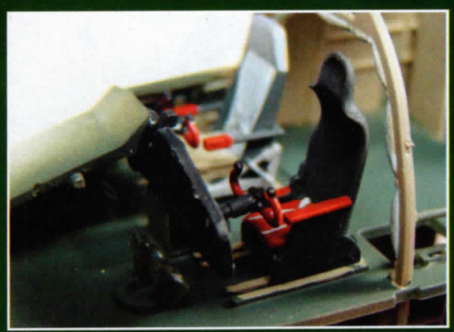
Of course these aircraft were seriously expensive to construct so any revisions to layout, controls, armament or operationally mandated equipment were performed on existing airframes instead of new factory products. Therefore, throughout their operational lives, the appearance of many BV 222s underwent noticeable changes. The subject of my build is a prime example of these transformations.

The BV 222 V2 was first flown on August 10 1941, carrying the identification code CC+ER. Since, from the outset, its design was as a long-range patrol aircraft for Fliegerführer Atlantik, the V2 was heavily armed. It was initially fitted with an MG 81 7.92mm machine gun in a bow enclosure, two dorsal turrets equipped with 13mm MG 131s and two underwing gondolas, each mounting two MG 131s. Flight testing with this armament installed demonstrated that the underwing gondolas imparted too much drag, slowing the aircraft considerably, so they were removed shortly afterwards.

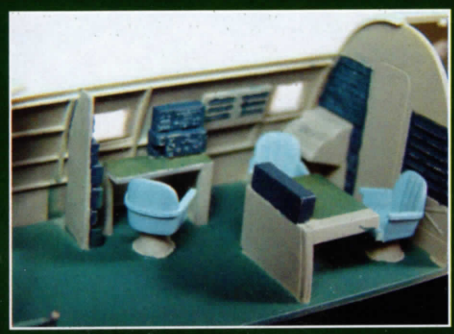
Prior to the V2's operational deployment, working in concert with the Bv 222s V4 coded X4+DH, V5 (X4+EH), V6 (X4+FH), V8 (X4+HH), and V1 (X4+AH) flying from Italian and Greek bases to supply the Africa Korps, it was re-coded X4+BH.

In the course of these transport operations the V6 and V8 were both lost to RAF fighters in separate engagements and the V4 was seriously damaged. As a result of these losses all remaining aircraft were returned to Blohm and Voss for overhaul and longer range defensive armament modifications.

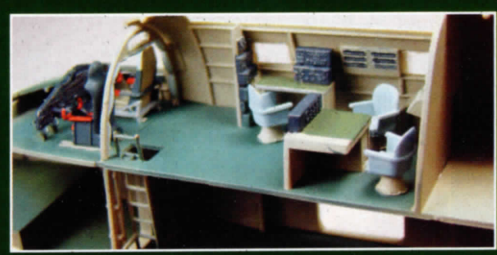
The V2 emerged from the Lufthansa-Werft at Travemünde in the form that my model represents. The bow gun was deleted as well as the aft dorsal turret. These positions were replaced by three new installations and a choice



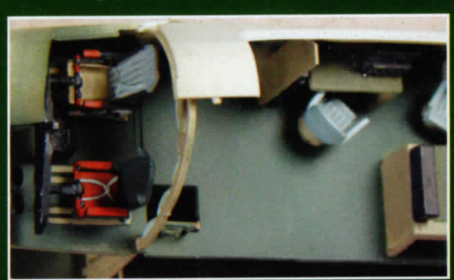
The attention to detail is evident throughout every facet of this model. The co-pilot's seat alone is an accurate four-piece assembly



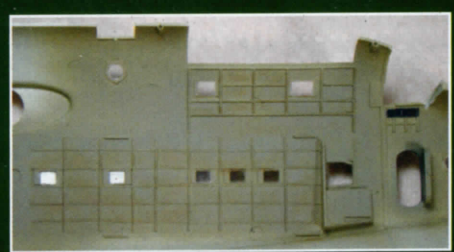
The radio operator, flight engineer and navigator stations are all accurately represented



The complexity of the interior painting was accomplished by a combination of liquid latex masking of attachment points and brush painting with acrylics so that the base coat of sprayed on enamel isn't disturbed. The radio gear details were developed by rubbing silver (or black) Prismacolor pencil held flat across the raised faces of the instruments



The interior photos in the Nowarra book were extremely helpful in filling in all of the loose painting details



All the numerous transparencies were fixed in place with liquid cement and masked with liquid latex before the base coat of RLM 02 was sprayed throughout

There is a lot of extra work involved in opening up aircraft fuselages; but the opportunity to do so is what separates plastic modelling from wood carvings, no matter how masterfully executed. Evergreen styrene strip has been added using exterior panel lines for reference

Blohm + Voss Bv 222 Flying Boat

TECHNICAL DATA	
Scale: 1/72	Kit No: 04383
Type: Injection Moulded Plastic	
Manufacturer: Revell AG	UK Importer: Revell UK
US Importer: Revell-Monogram	

In order for the MG-131 mounts to elevate, I separated the yoke from the pivot post and after drilling .0135 inch holes through both parts, I used brass pins with retaining rings to reattach the yokes so they could pivot smoothly, as seen on the completed mounts to the right of the dime. Masking tape 'sticky pads' are essential in controlling tiny parts

The absence of seam filling on the bulk of the model is a testament to the superb engineering quality of this kit

of alternate positions. A forward HD 151\1 high-profile dorsal turret mounted a 20mm MG 151 with two of the same weapons mounted in low-profile turrets on the tops of the wings. Four additional beam positions mounted MG 131s.

At this point my reference sources diverge. My main information sources for this article are the updated volume one of William Green's Aircraft of the Third Reich and Heinz J Nowarra's Blohm & Voss BV 222 from Schiffer Military History. Since Nowarra's volume has a 1997 copyright as opposed to Green's original 1970 copyright, I tend to believe that Nowarra is accessing more updated information. Green details the V2's use as an Atlantic patrol aircraft in cooperation with U-Boat forces, later assignment as a transport in the Baltic, discovery by British forces and destruction.

Nowarra's book doesn't cover the V2's operations much, beyond its Atlantic assignment. However, there are four photographs that appear nowhere in Green's, and are definitively captioned as the V2 surrendered by its crew in Trondheim Fjord with its bow gun position restored and the American crew who were assigned to fly it to the United States for testing in 1946.

Furthermore, Wikipedia contends that the V2 was subsequently returned to the British and scuttled intact, loaded down with all recovered spare parts between Fagervika and Monk's Island. Since it is in a state of considerable preservation due to its cold deep-water location, there are plans to raise and restore her; we can only hope.

One of the two marking options diagramed in the kit is for the V2 as it was involved in the rescue of nine men of the crew of an Arctic weather station called operation Schatzgräber, or treasure digger. I was intrigued by the account of this rescue, which pins down the illness that the meteorologists succumbed to as food poisoning from eating tainted polar bear meat. Only the vegetarian weatherman Hoffman was unaffected - a word to the wise perhaps?

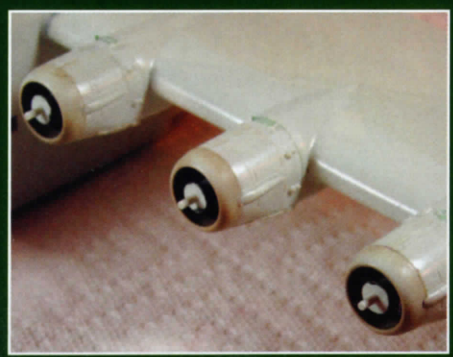
Having just been refitted, my boat is in pretty good shape as it appears on page 34 of the Nowarra book. Not a nose gun or radar antenna in sight. The same photo appears in Green's updated volume on page 163 (top) without actually identifying the aircraft. References can be tricky and sometimes all we can rely on is our best guess based on as much info as is available.

On to the build. I had decided early on to build my Bv 222 in one of its less conventional guises. I amputated the nose gun housing with my trusty razor saw, squared-up the resultant opening, and filled it back in with plastic card stock. Using Dymo-tape as a straight-edge I continued the existing panel lines over the patch (after assembling the fuselage) and this alteration came out just barely visible on the completed model.

Next I attacked the large starboard loading door. Out came my pin vice and a #80 drill bit, which I used to transfer the corners of the door to the inside of the fuselage where I could safely use a scribing tool to score the door opening through to the outside. Separating the door from its opening just started the process. Then came the use of Evergreen strip styrene to frame out the door's rib structure, and embedding brass flat stock to act as good sturdy hinges when it came time in the final assembly to attach the door in its open position.

Then I came across an image illustrating the side-mountings of the MG 131s. I took this as a

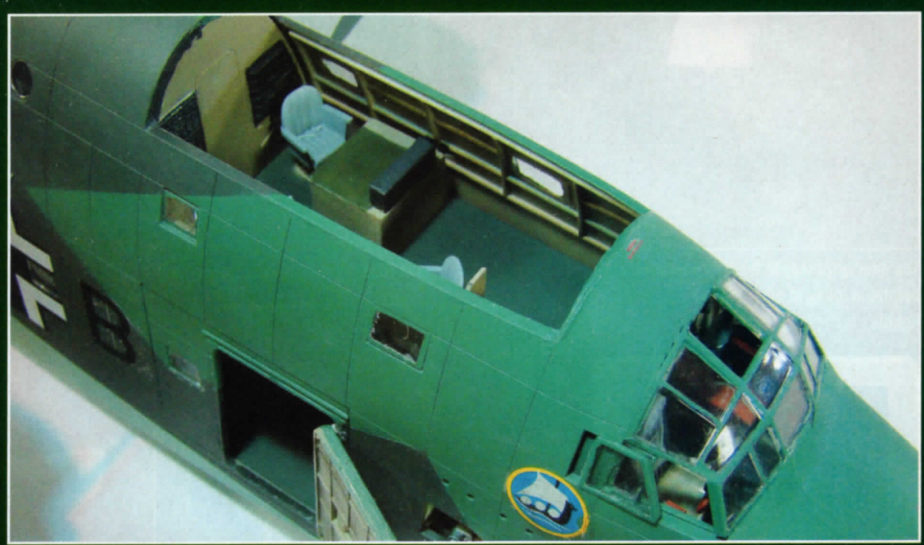
No join lines are visible on the actual aircraft's cowlings, and these would have been much easier to fill and clean up before the parts were attached to the wings. Aside from this problem, the engines are excellent representations



The engine to wing leading edge connection. Attachment in three nacelle units will make substituting the inline Junkers Jumo diesel engines of the BV 222 C series possible

The primed fairing patch over the nose gun station is visible here as is the work in progress on removable part #64. I have installed the cockpit canopy with parts #127 and #128 carefully separated into two pieces so the side windows are in their open positions. The top canopy hatch (part #126) was also omitted as it was commonly left open for cockpit entry

The large cargo door and its opening (it scales out to 4'6" x 6'6") make it obvious why I felt it necessary to install all of the rib detail on the port fuselage half. As I say, opening up these models takes a lot of work. There were no actual photographs of the rib details on the V2's cargo door, so I used the available photographs and a bit of artistic license to add the necessary details



It would have been such a waster to render this detailed flight deck invisible. The navigator's station can be seen in this photo

challenge to replicate the mobility of these mountings (without sacrificing authenticity). This is how the micro-engineer in me defines fun. I got them to work. It makes me smile.

I approach every build as an attempt to replicate a cut-away drawing in three dimensions. I'm taking a virtual tour of the inner workings of the machine. What was it like to crew one of these gargantuan aircraft? Hence my focus on interior details that no one else might ever be able to appreciate except through my build photos. That is… unless I could manage to make a large section of the fuselage removable.

Just after I had acquired the kit, I was looking over the instructions and noticed the fit of part 64 onto the balance of the assembled fuselage. If I could fit this tight enough but still have it removable, then any guest could see the flight deck – Big if!

I didn't quite follow the assembly instructions, in that I laid the fuselage halves on a perfectly flat surface and used Tamiya liquid cement to weld each nose half to its corresponding fuselage side. This simplified the painting procedure considerably since I invariably spray my interiors. The painting instructions are typical of Revell Germany's offerings with no FS or RLM standard numbers. The interior is described as 'helloliv, matt 45', for which RLM 02 can be used some confidence. I used the photos from the Nowarra book as painting references for the interior, correcting some of the dubious kit call outs such as pale grey and leather for the crew seats when images suggest they were upholstered in some form of corduroy cloth.

Since I had intended from the outset to open every loading and crew door possible, I applied styrene strip ribbing on the fuselage walls opposite all of the resultant openings. I hinged all of the access doors by using thin (.010"x .018") brass flat stock set into slots sawn into the doors and corresponding slots cut into the frames. This makes for a sturdy yet convincing fastening.

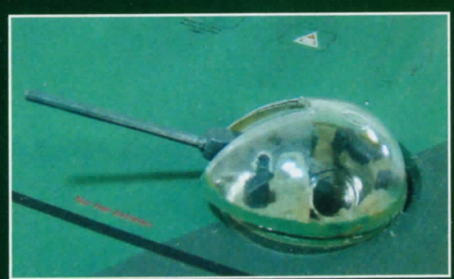
The balance of the assembly process went quite smoothly right up until it came time to fit part #64, which contained the forward dorsal turret and navigator's observation dome, onto the finish-assembled main fuselage. It didn't quite work. It sat too high, creating a step both fore and aft. On top of that, the base of the part was narrower than the fuselage sides creating two more steps. At this point I had two options. I could abandon my plan to make the part removable and simply glue and clamp the deformed part into place or maybe I could just …

My plan was to heat-soften the part and press it into place until it cooled, thus lowering and spreading it at the bottom simultaneously. It didn't work out that way. Yes it sat down nicely eliminating the top steps but it spread irregularly at the bottom resulting in the judicious application of much colorful language, filling, sanding and re-scribing to achieve passably mating surfaces. I'm still not totally happy with the result but it is quite a tight fit (all things considered) and still removable. In retrospect, it would have been easier to sand down the base of the part until the top steps were eliminated and simply fill out the sides of the base until those steps were corrected. Oh well; one more valuable learning experience that I would have been happy to avoid.

Then I ran into the engines. The engine close-ups in the Nowarra book show the engine cowling and exhaust stack assemblies. There is clearly no visible seam between parts 105 and 105A on the actual aircraft, so there is a lot of work required to smooth out the divisions between these mating parts on six engines.

The attachment of the wings to the fuselage is very sturdy and completely accurate, involving large, interlocking, tubular structures, which join the port and starboard wings to each other through the fuselage. This representation of the tubular spar which doubled as a fuel cell on the real aircraft is one of many cleverly engineered features found in this kit. Another is the manner in which the engine nacelles are set up as three-engine units, which fit flawlessly into recesses in the leading edges of the wings. This setup is pretty clearly an allowance for an alternate power plant configuration such as the Bv 222 C series' Junkers Jumo 207C diesels.

Port aft MG-131 position. This was intended to replicate the photo on page 27 of the Nowarra book, which illustrates the flexibility of the MG-131 mountings



Starboard wing turret. All of the transparencies were well moulded and crystal clear. The turrets are all well detailed and fully moveable. The only details I added were masking tape seat harnesses

My ultimate goal is to build and display every operational aircraft flown by every participating country in WWII. Only 1/72 can provide me with the variety of models I require to achieve this ambition. This scale also allows comparisons, which could never be achieved in real life, such as this thoroughly worked over Airfix Arado 196 and its much larger cousin

The colour callouts on page 20 are referring to RLM 72 and 73. Since the diagrams (especially the upper splinter pattern) are slightly confusing, I outlined the patterns in the bottom diagram in fine-point pen and wrote '72 and '73 where appropriate. Then I laid down a base coat of a proprietary RLM 73 intending to splinter pattern the RLM 72 over the top of it. After carefully laying out the splinter pattern with 1/4" strips of tape and filling in the appropriately defined spaces with liquid latex masking, I sprayed on the RLM 72 and after a judicious set-up interval I removed all of my painstakingly applied masking. It couldn't have been worse …

The RLM 72 on the model was clearly a lighter shade than the RLM 73 by the same manufacturer. The tones were reversed. The photos of every aircraft clearly showed the hard-line splinter pattern with the RLM 72 being significantly darker than the RLM 73. My model was painted (at some significant expense in time and material) backward.

This is one reason why this model occupied nearly three months of my build schedule. My only acceptable option was to research the colors in question and mix my own paint to shades that better represented photographic reality. After all, what else do we really have to go by? Then I could re-mask and re-paint the entire model. I finally ended up color matching an old Floquil Color Standards and Formulas chart, which was in total agreement with all of the color standards that I found online. Then I re-masked the RLM 72 areas so I could spray on the slightly lighter/greyer RLM 73, removed that masking and masked over the areas that I had just re-painted in order to apply the newly mixed darker and greener shade of RLM 72.

Now, finally, I could mask off the entire upper fuselage and the tops of the wings with thin strips of tape and liquid latex, liberally applied, to cover the bulk of the areas defined. Then the underside of the aircraft could be sprayed RLM 65, about which there is no dispute.

After brush painting the canopy frames, I masked all the clear parts with liquid latex (very easy stuff to work with) and shot the whole model with a gloss coat in preparation for laying on the decals. I'll caution anyone who attempts this project to keep their references handy in regard to markings placement. The main fuselage codes X4+BH are linked together on the decal sheet improperly spaced. On page twenty of the Revell instruction sheet, the top drawing shows the X and 4 separated by two windows and photographic references show this placement to be correct but you have to cut the decals apart in order to achieve it. On page 19 of the same instructions it shows only one window separating those same codes. I found it is best to apply the markings separately anyway as laying clear decal film over transparencies yields unsatisfactory results. Other than that, the decals handled well but since they have a matt finish I find it's better to gloss coat them after application, otherwise they invariably fail to match the final matt coating and never will achieve that 'painted on' appearance we're all after. Curiously, the decal sheet fails to include the very prominent Blohm & Voss logo, which is usually found on the nose of this manufacturer's aircraft.

Antenna wire placement is not detailed in the kit instructions but references clearly show wires running between the primary mast, part #133 and the secondary mast, part #131. Wire also runs from the top of the primary mast to an attachment point 2/3 of the way down the vertical tail above the horizontal stabilizer and approximately parallel with the top of the fuselage. The problem was, how could I achieve these wire connections without sacrificing the access to the flight deck. Modifying part #64 had cost me a great deal of time and I really wasn't willing to sacrifice this feature for the sake of two antenna wires.

The answer to my dilemma lay in a two-step process. Step one was to install two brass pins into the forward arc of part 64, which hook under the leading edge of the fuselage opening, so as to prevent the tension of two stretched lengths of .08 mm Tippet line from tipping part 64 up from its seat in the fuselage. Then I drilled two appropriately located (.0135") holes in the primary mast, one hole in the tip of the secondary mast and one more hole in the vertical tail. I anchored rough lengths of line to the primary mast holes with Cyanoacrylate and after they had set up threaded one line through the hole in the top of the secondary mast, secured it, and trimmed off the excess length. I used a toothpick to apply glue to the hole in the vertical tail, applied accelerator to the end of the nylon line which I had anchored to the top of the primary mast and inserted it into the opening in the vertical tail, holding it under slight tension with tweezers until the accelerator had done its job. The beauty of using nylon line for this procedure is that with a 1.4 lb breaking strength it's much sturdier than stretched sprue; a real advantage in fastening to a part that I expect to manhandle whenever I show my model to a guest.

All in all this build was a great experience. Despite a few minor glitches the kit is excellent and I recommend it highly to any moderately experienced modeler. You certainly can't miss it on the shelf and it always attracts a lot of attention from anyone who visits my mini-museum of WW2 aircraft. Now if only Revell would get round to releasing a BV 222 C.

SAMI

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TRASH ON DELIVERY

The US Navy's Flying Pick-up Truck

BY GARRY F. PRETTYMAN

C-2A Greyhound

TECHNICAL DATA	
Scale: 1/48	Kit No: 48025
Type: Injection Moulded Plastic	
Manufacturer: Kinetic	
Available from: www.luckymodel.com	

If a sailor was on board a US carrier far out at sea, what do you think he might be thinking about? Flight operations? Well, Maybe. Or wondering what the next port of call will be like - again maybe?

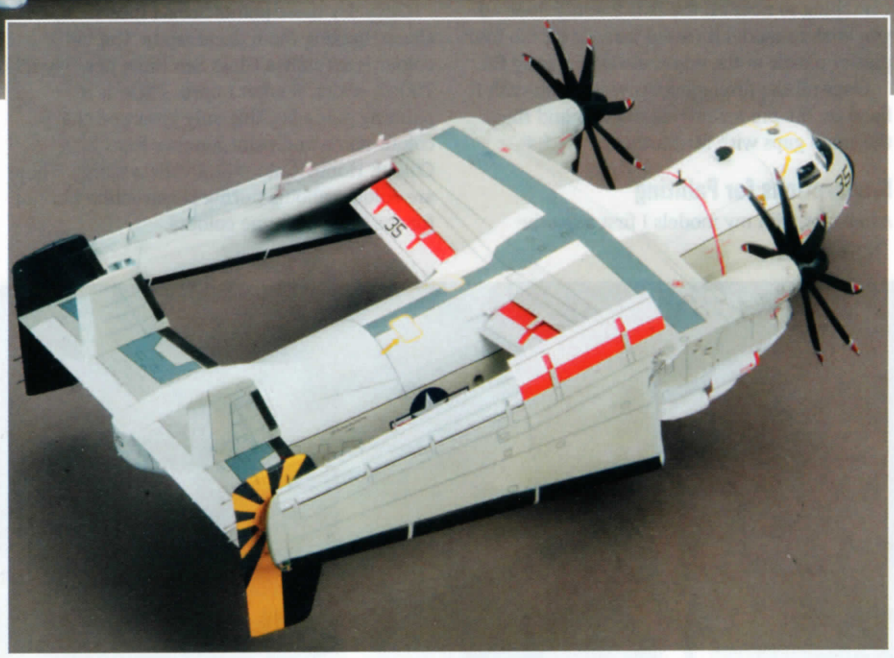
But I don't think it's either of these. I bet you a pound to a penny it's, he's looking forward to going home, or he just might be looking forward to the arrival of the COD (carrier onboard delivery) aircraft, the C-2A- Greyhound. Why so? Well, the first is obvious, but if going home is not on an option, then the next best thing is getting mail from family and friends, one of the many important tasks undertaken by the COD.

Back in the early 60s this task was carried out by the C-1 Trader, the cargo variant of the S-2 Tracker. As the Tracker's cargo carrying capabilities were limited the US Navy looked around for an alternative. They tried several aircraft to fit the bill but to no avail, even the C-130 Hercules. The aircraft made several flight deck tests without the assistance of a hook for landing or the catapult for take-off, all very successful, but the Navy decided that the aircraft's wing span of 132 feet 7 inches and length of 97 feet was pushing the safety limits too far, besides which all the carrier's aircraft had to be off the deck to make room. A better solution had to be found.

The answer came from the Grumman company (who else), with a new aircraft the C-2 Greyhound. The aircraft is powered by two T56 Allison turbo props, the same engines that power aircraft such as the P-3C Orion and C-130 Hercules. With a load carrying capacity of 10,000 pounds and a range of over 1,000 miles it is well suited to serve the Navy anywhere in the world, be it to a naval air station or to a carrier.

Kinetic's Latest Offering

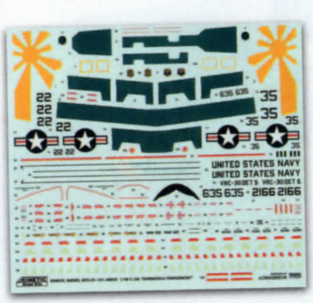
Well who would have thought it! A 1/48 Grumman Greyhound in injected plastic. Not me…albeit this is not the first Greyhound in 1/48 as Collect-air produced a resin kit a few years back, although this was very challenging to build. But now we have a new injection moulded kit of the Greyhound thanks to Kinetic. The kit comes in a sturdy box with a dramatic picture of a Greyhound being launched, containing sixteen sprues of light grey plastic



and one in clear. The parts themselves are are crisp and well detailed with no sign of the mad riveter and no flash. There is only one problem in that the sprue trees are not clearly marked and the numbers are hard to see, so study the instructions and parts carefully.

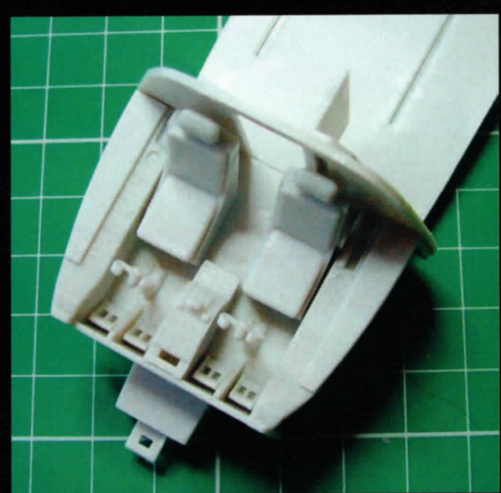
The kit itself is based on their E-2C Hawkeye, just like the real thing, and features a full interior, a seperate rear loading ramp, folding wings and much more. The decal sheet is from Cartograph and provides markings for two aircraft:

- C-2A 162161 from VCR-30 Flying from the USS Ronald Reagan during 2010
- C-2A 162166 VAW-120, during 2009

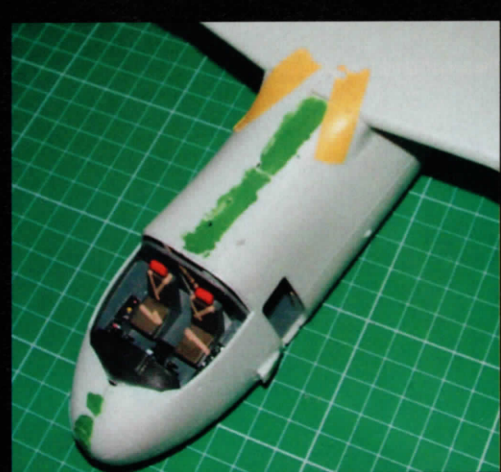


First up is the cockpit area, which is very simple. Once completed I painted it Dark Gull Grey and added a thin wash of raw umber, finally dry brushing with a lighter shade of grey. The instrument side panels were painted black and then dots of white, red and yellow were applied to represent the buttons and switches. The rear of the loading area was also painted Dark Gull Grey, while the side panels were painted in a light sand colour. A light wash of brown oil paint was applied to complete this stage. The rear seat frames were

Surface detail is excellent – Kinetic's kits have really improved since their first releases



The basic cockpit interior as provided



The main fuselage assembled – some filler needed here and there but nothing excessive

A little filler was necessary along the belly

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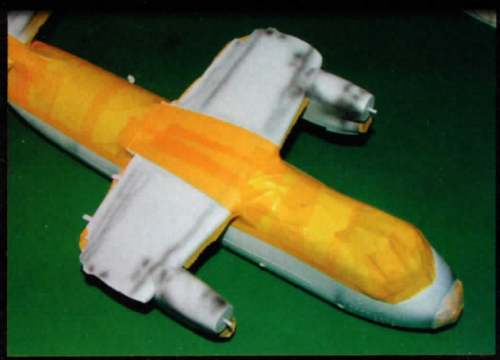


The classic US Navy grey and white scheme requires a lot of masking

The port outer section of the folding wing – seen here with a grey wash in the process of application

The aircraft almost complete and ready for the canopy to be unmasked

painted Light Gull Grey and then the seat pads Dark Blue, all from the Tamiya range. Seats belts were made from masking tape and added to the pilot's seats and the first two rear-facing sets of seats. I decided not to add belts to the rest as they would be hard to see when complete. Once all the interior components were painted they were fitted into one half fuselage and then some weight was added. Kinetic suggest fifty grams but I added a little more just to be on the safe side.

The second half of the fuselage was now added and I must say the fit was extremely good, although I did have some clean-up to do which took a little time, but this process of eliminating the joins is important.

While this was drying I constructed all the major components such as the wings, tailplanes, undercarriage units and propellers. Kinetic have thoughtfully provided us with the older four-bladed propellers or the new eight-bladed. A nice touch.

Another option is a crew entry door, which can be posed open or closed. As Kinetic have provided interior detail this time, my model would have the door open. At the other end they have provided a loading ramp, which can also be positioned opened or closed, and like the crew door this was tacked on in the closed position until all the painting was complete. One thing to note on the rear loading door - if you wish to model it closed just cut off the four pips of plastic at the edges to make a snug fit.

Once all the fuselage joins were dealt with I fixed on the pre-assembled engines and filled the small gaps with Mr Surfacer.

Preparations for Painting

As always with my models I first wipe the model down with Polly-S-Prep, which cleans the model of all sanding dust and finger prints and prepares the surface for paint. Once complete and dry a white primer was applied to the whole model, after which I checked over the model looking for any flaws in the build so far - and inevitably there always seems to be one or two that need rectification.

I now spayed Matt Black to all the panel lines, leading-edge wing de-icer boots (which were then masked) and the entire canopy. The main colours for this aircraft are the classic Navy colours of Light Gull Grey and Gloss White, but before these were applied I sprayed red to the inner surfaces of the flaps and then masked them. I then proceeded to spray Gloss White to all the appropriate areas.

Now came a fair bit of masking for all the main areas. I used Tamiya masking tape for this and Blu-Tack sausages for the wavy fuselage demarcation line… actually White Tack sausages, as this doesn't leave any residue behind after removal. Once all the masking was in place, Light Gull Grey was sprayed over all.

For the main colours on this model I used Gunze Sanyo, as I had run out of my normal paint from White Ensign. These are acrylic paints and dry slower than Tamiya or Xtracylix, so they were left to cure for twenty-four hours.

Once dry these paints have a nice satin sheen, making them decal ready. The tail colour is actually a Gloss Sea Blue, possibly FS 15042, which is what I used. There is a painting guide but this only gives you the colour name and paint number from Mr Colour, Hobby Colour and Vallejo paints. There are colour callouts during construction but not for the main airframe colours.

There is a multitude of decals to apply and the instruction sheet is on the small side, so I enlarged mine on my computer to make it easier to see where everything goes. I have seen these aircraft on board a couple of American carriers and they are kept relatively clean, so my weathering was kept to a minimum, with just a thin wash of raw umber paint to the panel lines. The worst of the weathering is under the wings, just at the wing fold point, and this is due to the engine exhaust staining the wings when the engines are running and the wings are folded.

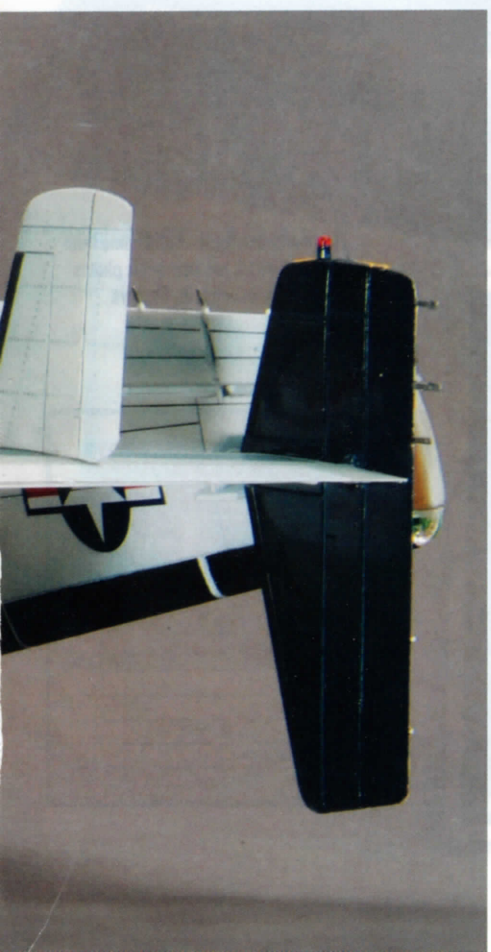
Final Assembly.

The undercarriage units were first painted black then overpainted with thin coats of white, which creates a nice shadow effect. The wheels were also painted, weathered and installed at this time.

When fitting the various antennas, you may wish to check your references to make sure you fit the right combination for the aircraft you are modelling. The configuration in the box replicates the C-2A(R) post-SLEP (Service Life Extension Program), but if you wish to backdate the model then simply replace some of the antennas with sheet plastic.

Kinetic really have to be applauded for this model. It is a kit that can be built straight from the box and look good, but if more detail is needed then the model offers plenty of scope for the super detailer. Yes I did have a couple of niggles, especially with the colour guide, but that aside there is nothing the average modeller can't overcome.

SAMI



A Section of carrier deck and JBD from the Carrier USS Nimitz courtesy of Skunkworks

BY GARRY F. PRETTYMAN

The box art declares that this is a part of a carrier deck from the USS Nimitz, containing a JBD or Jet Blast Deflector and launch area, although the deck is generic and could be from any of the US carriers.

The kit comes in a large sturdy box and inside there is a total of 124 parts. The deck comes in nine large pieces of plastic and parts for the JBD, two hatch covers located in the deck for the launch crew, four posed figures, an etched metal fret, a fourteen-page instruction booklet and finally a small decal sheet from Cartograph.

I first made up the rams for the JBDs then fitted all the deck sections together. I found it easier to work on a flat surface to try and eliminate any distortion in the joins. Once all the parts were fixed into place I turned the model over and attached a plethora of pegs to the joins whilst the glue dried. I wish they had supplied the little clips for the joins as they did with their other carrier deck section.

The deck has a very nice texture to it and the tie-down rings are already moulded in. Skunkmodels now produce some metal tie-downs for this kit which look really nice.

USN Carrier Deck with Jet Blast Defector

TECHNICAL DATA	
Scale: 1/48	Kit No: 48020
Type: Injection Moulded Plastic	
Manufacturer: SkunkModels Workshop	
Available from: www.luckymodel.com	

Painting

I first wiped the model down with Polly-S-Prep, and this was followed by a coat of primer. Next I sprayed on matt black, followed by white to the backs of the JBDs, inside the open hatches and inside the area where the JBDs retract.

After all the paint was dry a coat of Johnson's Klear was sprayed on and then the decals applied. These settled down well with the use of the normal setting solutions. I now left them to dry overnight.

Now that the painting was complete I masked around the metal launch area and sprayed various metal colours. Finally a thin wash was applied.

Conclusion

Skunkworks are producing some interesting accessories for both US Navy types, and other aircraft as well. One nice touch is the way they have the deck catapult set at an angle, which would facilitate the display of larger aircraft.

I have to admire Skunkworks for their choice of subjects; I for one have no criticisms whatsoever. Long may it continue!

SAMI

Circuits and Bumps

SKY MANTA

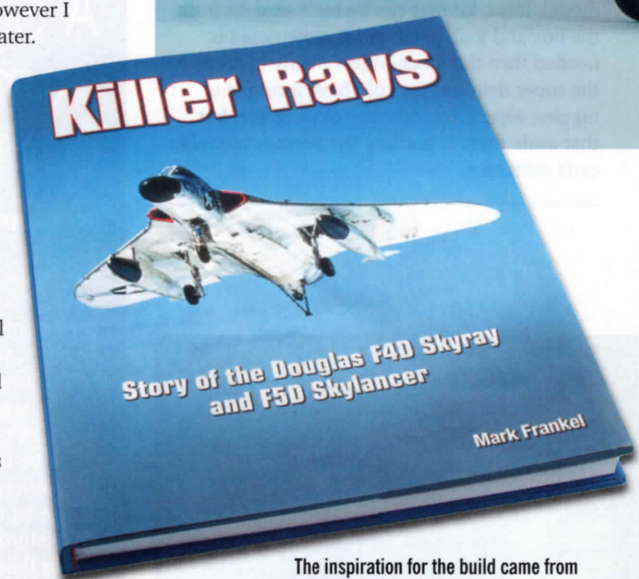
Airfix's 1/72 Skyray

BY MIKE GRANT

Part of Airfix's appeal over the decades has been its willingness to produce kits of off-beat and obscure subjects. Certainly it's produced its fair share of Stukas, Mustangs and Phantoms but liberally interspersed with gems like the Cessna Bird Dog, Henschel Hs 123, Bristol Bulldog and BN Islander – subjects which in many cases have remained exclusive to Airfix until very recently.

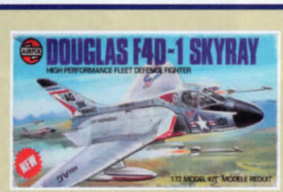
The F4D Skyray is just such an aircraft, perhaps one of the lesser known US Naval types but unique to Airfix as a 1/72 injection-moulded subject until the late 90s when Tamiya released their kit. Unusually, I don't recall the Airfix kit hitting the market, but in my defence it was during the year I began sixth-form college, in 1979. Although still interested in modelling, I was giddy with the freedom from school uniform and assemblies, spending my 'study' periods in the local pub rather than the library and flirting with a temporary interest in motorbikes and the blonde girl in my ceramics class. However I caught up with the kit thirty years later.

As I've mentioned before, I feel that Airfix reached a peak in the 70s, and the Skyray is a very nice kit overall. Moulded in white plastic (making it difficult to assess seams and panel lines and even worse to photograph), it's nevertheless an enjoyable kit. There's adequate detail in the cockpit and wheel wells, the open spokes of the wheels have been well replicated and there's a decent selection of underwing stores. Panel lines are in relief as to be expected. This is one subject which I felt strongly should have the panel lines accentuated, as the tail-less design results in a huge expanse of wing/fuselage which needs visually breaking up in some way.



The inspiration for the build came from this book which has numerous photos and profiles of colourful Skyrays

The nose-up stance is captured well in the Airfix kit



Douglas F4D-1 Skyray

TECHNICAL DATA
Scale: 1/72
Kit No: 03027
Type: Injection Moulded Plastic
Manufacturer: Airfix

The leading edges of the pylons were painted silver

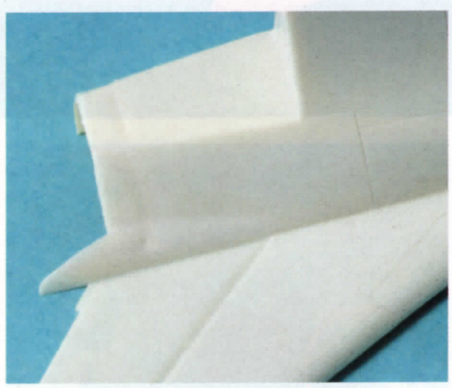
First Steps

Before beginning assembly there are numerous sink-marks which needed to be attended to. Having recently acquired a tube of Tamiya light-curing putty off eBay it was put to the test on these depressions. The putty has a consistency and colour similar to thick honey, and is hardened by exposing it to light. Daylight works well but as it was -22C outside while I was building the model I stayed indoors and used my modelling lamp instead; the putty cures within minutes. It sands easily too but I was unable to achieve a smooth transition between the filler and the plastic despite using fine wet-and-dry, and ended up coating each area with superglue, which feathered nicely into a seamless surface. The light-curing putty was tried again later in a deep seam behind the cockpit canopy and it behaved perfectly, so it probably needs containing within defined edges rather than the soft undulations of sink marks.

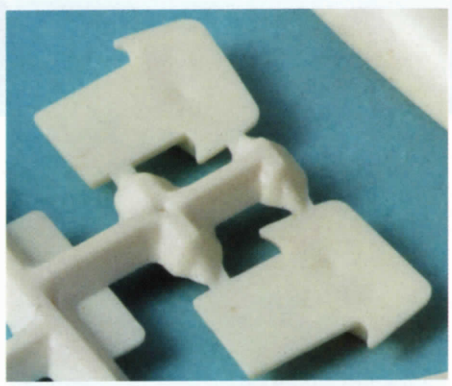
Once the sink marks had been dealt with the model was rescribed using a needle in a pin-vice. Fuselage and wing halves were taped together for this procedure to ensure the panel lines aligned across seams. Knowing that the model would receive several coats of paint from aerosol cans, the lines were scribed slightly deeper than normal to ensure they'd still be visible after painting.

Cockpit Area

Airfix provide a commendable cockpit with a tub, a rear bulkhead with some spurious detail on it, control column and a simplified seat. There's an instrument panel coaming but no panel as such, just the blanked-off end; this was drilled out with

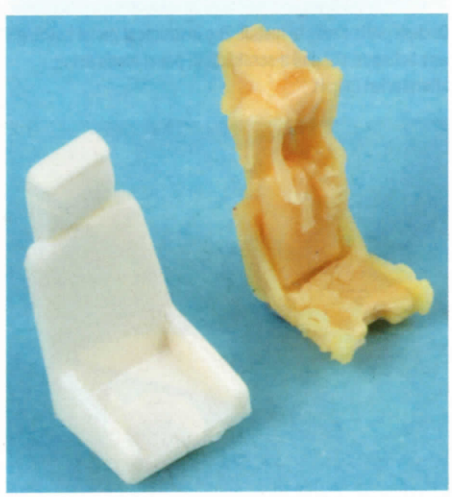


Numerous sink marks cover the airframe, on the rear fuselage and behind the cockpit…



More sink marks on the intake splitter plates.

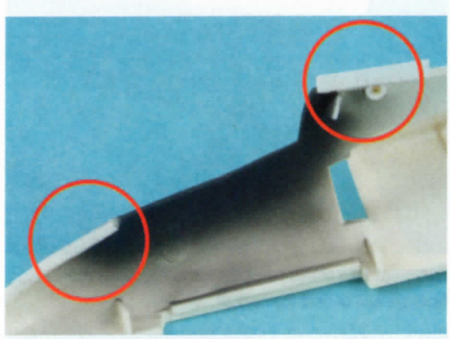
Tamiya Light-curing putty was used to fill the sink-holes, though not entirely successfully. Although it dries quickly and is easy to work with, it wouldn't fair in smoothly to the surrounding areas, leaving a slight step in every case.



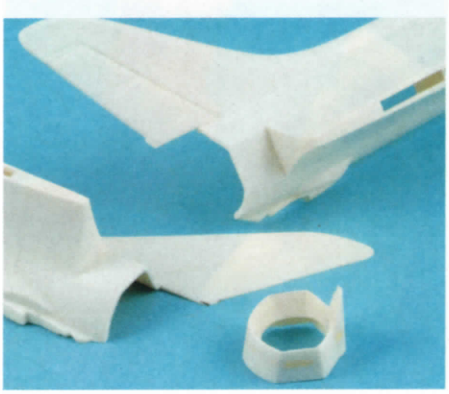
The kit seat could benefit from some extra detail. Fortunately I had a resin MB Mk. 4 seat, which was superficially similar enough to the Skyray's Mk. 5 seat

Light grey watercolour was flowed into the panel lines on the white areas of the plane, while a red-brown was used on the dayglo orange areas

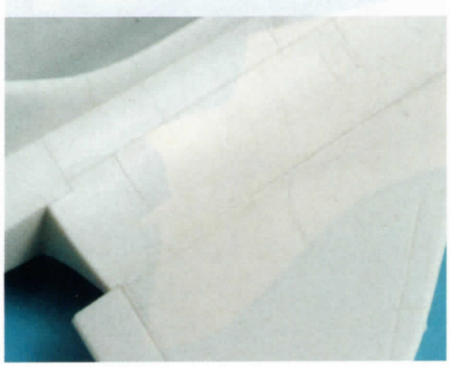
Cockpit parts ready to install. The instrument panel housing was hollowed out and a scratchbuilt panel made using aftermarket decals



To improve the fit of the canopy, which is slightly too wide for the fuselage, a couple of styrene strip shims were sandwiched between the fuselage halves.



To enable clean-up of the seams inside the nozzle housing and facilitate painting, the rear section was sawn off along a panel line



One of the most time-consuming tasks was eradicating the seams where the outer wings attached. Lengths of sprue were glued into the gaps, first followed by numerous rounds of sanding and additional filling with superglue

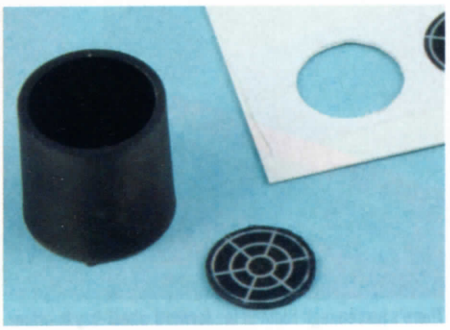
a grinding bit and an actual instrument panel cut from plastic card. The seat would look more at home in a Boeing 707, so a replacement was sought in the spares box, a Pavla resin Martin Baker Mk. 4 looking close enough to the Mk. 5 fitted in later Skyrays. Release handles were added from thin copper wire and painted in the usual yellow and black striping, while the seat cushions and harnesses were picked out with various shades of olive drab, green and grey. A pin-wash of black accentuated the raised details, although little can be seen once installed.

Nowhere in the instructions is nose-weight mentioned, and I proceeded blithely with construction. Sure enough, it proved to be a major tail-sitter and I had to cram weights into the forward undercarriage bay. It would have been so much easier had I thought to put them in the nose at the start of the build.

A dry-fit of the canopy revealed a few fit issues, notably that the canopy is a little too wide for the fuselage and doesn't sit snugly at the front. Shims of thin styrene were glued ahead of and behind the cockpit opening to widen the aperture, and the canopy fitted better after doing so. The forward edge was resolved later through filling and sanding. The canopy was dipped in Future/Pledge and when cured, masked and painted dark grey for the interior colour.

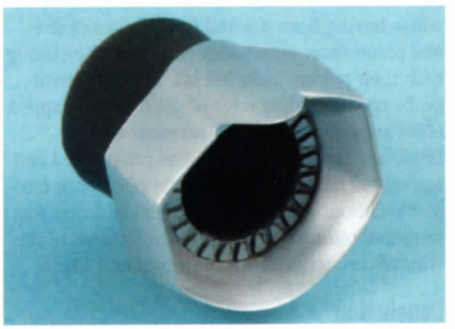
Fuselage and Wings

Before gluing the fuselage halves the tail cone section was sawn off. Without doing so I felt it

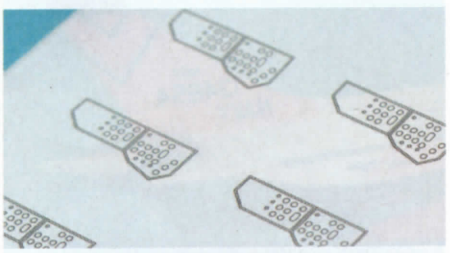


Although it's barely visible once installed, a loose representation of an afterburner was printed on an inkjet and glued inside the jet pipe

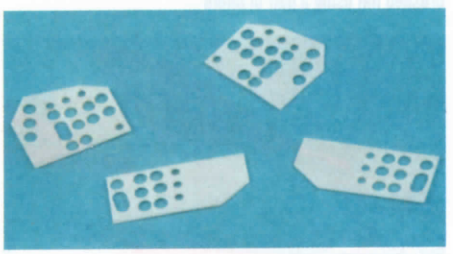
The kit's wing fences are not well defined so they were sanded off, slots cut into the wing leading edge with a razor saw and new fences made from thin plastic card



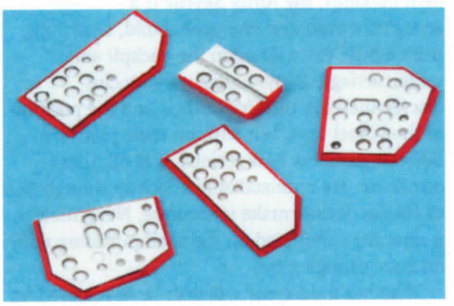
Completed jet-pipe assembly after the inner seam has been eradicated



The distinctive arrangement of lightening holes in the Skyray's undercarriage doors was drawn up on the computer and printed on to a sheet of self-adhesive label paper



Two pieces of thin styrene were taped together and one of the label images stuck to one surface. Using a punch-and-die set the holes were carefully punched through both pieces of plastic, yielding two identical sets of inner doors



The finished doors, having had the holes emphasized with a black-brown wash and the edges painted red

would be virtually impossible to achieve a smooth seam on the inside, concave edges of the outlet area, especially since the jet pipe would already be in place. Treating it as a separate assembly enabled me to clean up all of the joins, paint each part separately and then install the whole unit at the end of the build.

The fuselage halves went together easily, although there was inevitably some filling and sanding where the fuselage had been widened around the cockpit. The wing halves also fitted well, but there's some complex engineering around the wheel bays and as a result, the wings don't fit particularly well to the fuselage. To complicate matters there's a change of angle at this point so eliminating the seam is not simply a matter of sanding across the joint, it requires a lot of precision filling and sanding. Lengths of stretched sprue were used to fill the joins initially, then repeated applications of thin superglue, sanded and polished each time until a satisfactory smooth join was achieved.

Airfix have moulded wing fences on the leading edge but they're a little blobby, so they were sanded off and replacements cut from styrene sheet, inserted into saw cuts into the wing.

Undercarriage

It's worth doing a search online for Skyray Walkrounds as there are several excellent sets of photos showing useful details, including the undercarriage. The kit legs themselves are greatly simplified and could be further detailed with brake lines etc, but the wheels are well done and have cutouts between each spoke, quite an achievement for a 70s kit. This is offset slightly by ejector-pin markings in the tyres, which are a pain to fill as they're so tiny and encroach onto the wheel rim. Wheel hubs, undercarriage legs and the wheel bays themselves are gloss white.

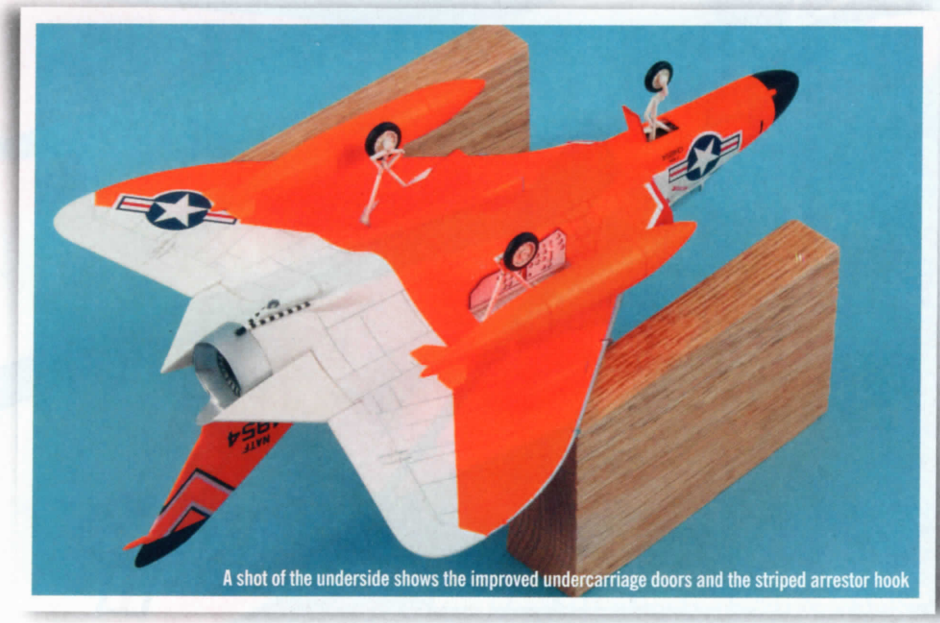
The gear doors are much too thick, though it's worth noting that Airfix provide a set of closed doors for in-flight posing. These proved very useful as blanks to mask off the wheel bays while spraying the undersurface orange. The insides of the doors have quite distinctive lightening holes on the real plane, which Airfix hint at with a few raised circles. By studying photos I was able to come up with a reasonable facsimile of the pattern which was drawn up on my Mac in 1/72 and printed onto a self-adhesive label. Once printed out these were stuck onto plastic card and the holes cut out with a punch-and-die set. These formed the inner faces of the doors and were mounted onto slightly larger parts, which formed the outside faces. The kit doors are slightly rounded to fit the curvature of the underside, but in photos the real doors look very flat to me, so that's how I made them. These were painted gloss white inside, the holes highlighted with an oily brown watercolour mixture and the edges painted red.

Paint and Decals

Some months ago I bought a book *Killer Rays* published by Specialty Press which features numerous black-and-white and colour photos of the F4D throughout its career. Of particular interest to modellers are the many colour profiles, albeit reproduced at quite a small size. Being a sucker for dayglo schemes I was attracted to a US Navy NATF (Naval Air Test Facility) aircraft in a white and orange hi-vis scheme, although neither the photos nor profiles showed the undersurface clearly so it's possible I've got that wrong. The sidebar article describes the painting and masking procedure which was quite involved but ultimately worked out OK.

Final Details

There really isn't much else to the model. The big drop tanks and pylons were mounted below the



A shot of the underside shows the improved undercarriage doors and the striped arrestor hook

wings having been painted first. Photos of the real plane show no missiles carried so they, along with their pylons, were left off. The prominent probe on the trailing edge of the fin had snapped off at some point, so a replacement was fashioned from styrene rod. The pre-painted and assembled rear engine nozzle dropped back into place without trauma and the final addition was the small pitot tube mounted just forward of the windscreen, scratchbuilt from card and sprue.

Conclusion

Apart from the wing-to-fuselage fit and the complicated masking (a challenge entirely of my own making), the Airfix Skyray is a straightforward and enjoyable build, benefiting from a little extra detail in the cockpit and undercarriage. Some online reviews cite discrepancies in the kit's outline and the position of the wheel bays, but without scale plans it's difficult to assess how serious, if at all, those errors are. It's unmistakably a Skyray, though that of course doesn't make it accurate. Nevertheless, it now sits completed on the shelf pulsating with an eerie orange glow.

Whether the Skyray will ever be re-released by Airfix is impossible to predict (though it's easily obtainable via eBay or second-hand sources). It is good to see Airfix back to releasing new-tool 1/72 subjects, and although Bf 109s and Zeros are already making an appearance, it's nice to see more esoteric subjects once again like the Gnat and the Swordfish. Long may that trend continue.

SAMI ●

Though tiny, the thin styrene sheet wing-fences are a big improvement over the kit's moulded items

Airfix don't mention it in the instructions but the F4D is a major tail-sitter, something I discovered when the model was almost finished. Round lead fishing weights were crushed flat using a pair of pliers

Walkway edges were created with pieces of black decal lines, carefully measuring and cutting each section to size

Photos of the Skyray show a pitot tube in front of the windscreen, which was added from plastic strip and stretched sprue

There's just enough room in the forward wheel-bay to cram the flattened lead pieces, after which the undercarriage door is glued in place

The probe on the fin's trailing edge had broken off and been subsequently lost, but it was simple enough to sand a section of plastic rod to shape and attach it with superglue

It's still not perfect, but a lot of work went into improving the fit of the canopy

The F4D's shape seen from above shows where the name originated

Masking and Painting a Complex Scheme

BY MIKE GRANT

In contrast to the single-colour grey F-5E of last month's article, the subject this month demanded a lot of patient masking and multiple paint applications. To compound the difficulties two of the predominant colours are white and dayglo orange, both notoriously problematic to apply. However a couple of steps can be taken to minimize the problems.

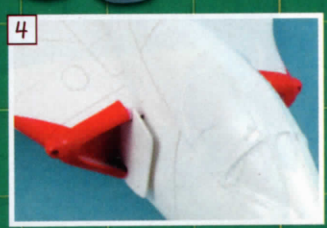
Correct preparation of the plastic is essential to ensure the paint adheres properly. With all of the sanding that had been done to the model and the repeated handling, the panel lines were clogged with debris and greasy fingerprints smeared the model's surface. It was scrubbed first with warm soapy water using an old toothbrush, then brushed overall with a product called 'Polly S Plastic Prep'. This is a pink alcohol-based liquid, which evaporates quickly and has anti-static properties, helping to prevent dust settling while the paint is drying. An alternative is to clean the model down with an anti-static wipe intended for cleaning computer screens and suchlike.

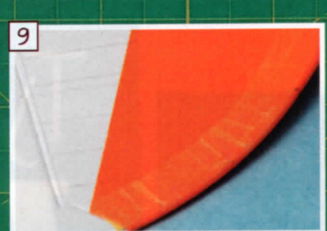
The other prerequisite step is to use a primer, particularly where multiple colours and copious amounts of masking are being applied. For the Skyray I used Tamiya white fine surface primer, sprayed straight from the aerosol can. It's the perfect base for the gloss white and dayglo to follow, can be masked without fear of lifting the paint and dries rock-hard within minutes. When first sprayed on to the model the results can be quite alarming as the primer appears to go on too thickly, but after ten minutes it levels off beautifully leaving a solid, silky base on which to paint.

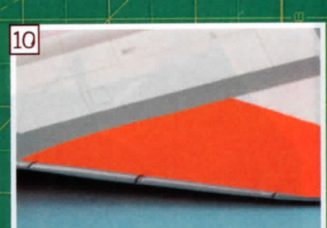
It's important to plan beforehand the order in which the different colours are to be masked and painted. As a general rule lighter colours should be sprayed first, and having to duplicate masks along the same lines should be avoided if possible.

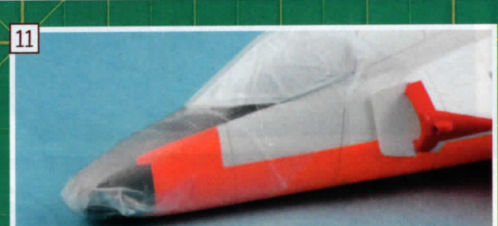
Several different masking media were used to achieve the scheme. Most straight lines were masked with Tamiya masking tape. There are cheaper tapes on the market but it doesn't seem worth compromising on the quality and then having to re-paint areas where paint seeps under the mask, so I use only the Tamiya brand for the painted edge; cheaper tape is sometimes used to fill in areas. Parafilm is used where tight radii must be masked, and I use a brand new #11 scalpel blade each time to minimize tearing the film or having to apply too much pressure on the knife. The paper backing from the Parafilm doesn't go to waste either, as it's thin and flexible and therefore very useful for blanking off large sections. For really large areas once the precision masking has been done, cling-film or kitchen foil makes a quick and easy mask.

SAMI









1 Variety of paints used for the dayglo Skyray scheme. Besides the Tamiya white sprays, Gunze lacquers were used for the dayglo orange areas and walkways (the grey also serving as a primer for the Alclad leading edges). Not shown here is the Future (Pledge) floor polish used to gloss the model before decaling. The final satin finish was achieved by misting light coats of Gunze flat lacquer over the gloss. All of the paints shown here are fully dry and ready to mask within minutes of application, greatly speeding up the painting process.

2 Tamiya's 'TS' range of aerosol paints are formulated for plastic, and like the primer spray beautifully even from the can (although it can be decanted and airbrushed for more precision). The Skyray needed only a couple of very light coats of TS12 'Pure White' over the primer to achieve a really solid high gloss finish.

3 They're only small, but the intake lips and warning triangles were really troublesome to mask

4 I ended up having to strip the red off completely and re-spray because I hadn't made the two sides symmetrical. Triangles of cosmetic sponges were stuffed into the intakes to prevent red overspray inside

5 Unfortunately Airfix don't supply the walkway areas as decals, so these were masked and sprayed grey next. The black edging was applied with strips of decal later

6 The most complex masking stage was for the dayglo orange, especially around the intakes and forward fuselage. The orange lacquer must be thinned extensively to airbrush smoothly making it fairly transparent, so the solid colour must be built up with multiple coats

7 The danger is that build-up can occur along the masked edge leaving a raised ridge of hardened paint. This can be minimized by spraying at an angle away from the mask's edge, but if there is a slight ridge it can be sanded off with super fine wet-and-dry or a coarse polishing cloth. My references didn't include a clear shot of the undersides so I had to guesstimate the masking pattern.

8 Black was airbrushed on the nose and the top of the fin. The small orange panels on the radome were simply masked off with sections of tape

9 Tamiya tape is fairly flexible and will follow a gentle curve, but on a tighter radius small cuts can be made using nail scissors which help the tape conform to the shape

10 To be absolutely sure none of the Alclad would bleed onto the dayglo I took the added precaution of airbrushing a few coats of Future along the mask edge, sealing it and creating a smoother surface for the application of the light-grey lacquer which served as a primer for the aluminium

11 With such a complex scheme the model comes in for a lot of handling, and with it the potential for chipping and scraping the paint or leaving greasy fingerprints on its surface. Sections of Paraflim were wrapped around the nose, tail and wingtips making the model easy to handle and protecting the paint

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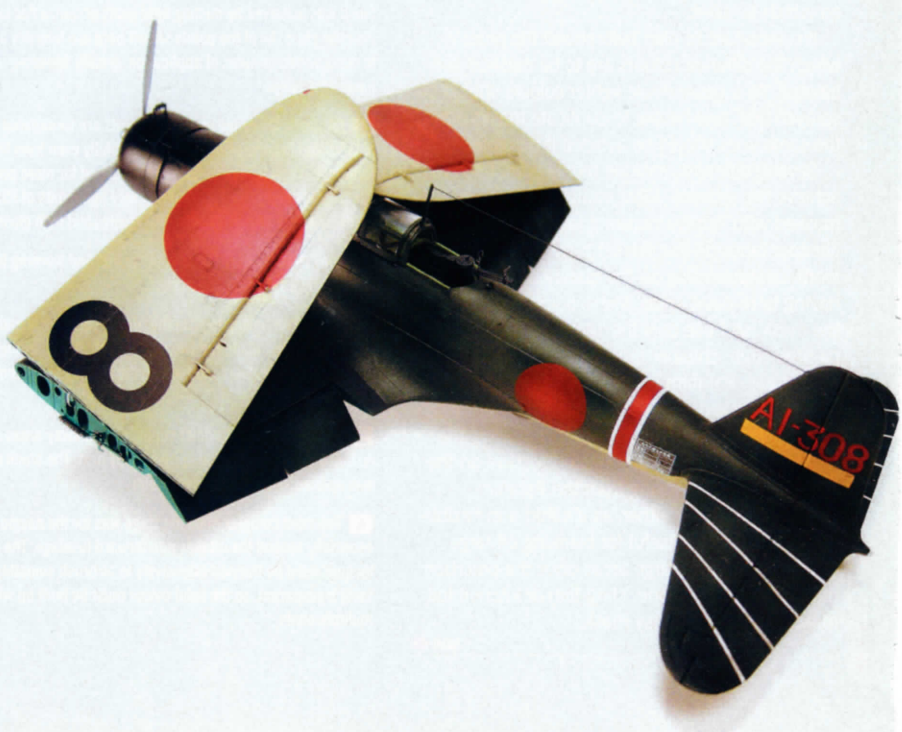
Type 97 B5N2 KATE

BY PATRICK BROWN
Aerospace Media Services

First released in 2001 then re-boxed with different decal sets and re-released over the years, the B5N2 kit from Hasegawa is a gem. The kit comes with options for flaps up or deployed, which is a very nice touch. The fit overall is very good with a small exception in the area of the engine mount just forward of the cockpit. This was easily fixed with some gap filling cyano glue.

This version of the Kate comes with the option to pose the wings folded and a photo-etch fret is supplied with parts to fill the empty wing ends. These are accurate but are very simplified, so I added a second wing rib inside the open ends to create a more three-dimensional look and added some details with .3mm solder wire, stretched sprue and Evergreen stock. I mixed my own '*Aotake*', the metallic blue colour used on Japanese aircraft, using MM acrylic #4658 Clear Blue, #4668 Clear Green and a touch of #4683 Chrome Yellow. I painted the interior wing surfaces with MM enamel #1781 Aluminium first, then the *Aotake* mix.

I painted the dorsal side with Model Master enamel



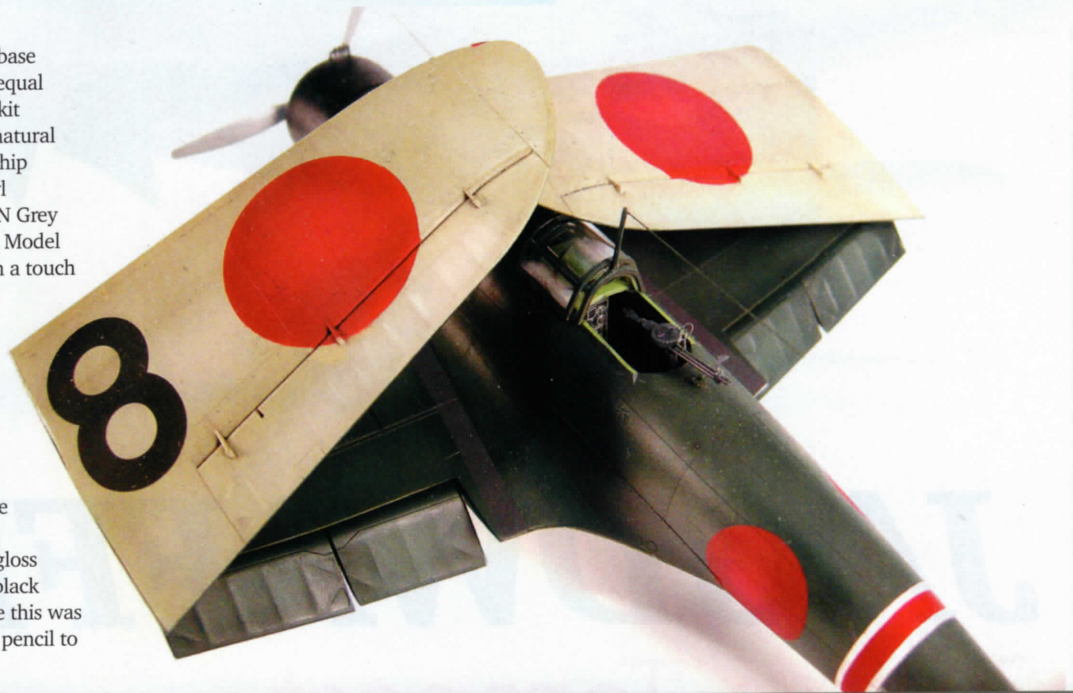
The B5N kit in this build was for a high level bomber and didn't come with a torpedo, so I pirated the torpedo parts from the Tamiya G4M Betty kit. It already had the wooden fin extensions so all I needed to do was fabricate the mounting rack and anti-sway struts. These were done with Evergreen stock and .3mm lead solder. I painted the torpedo with Model Master enamel #1781 Aluminium and #1780 Steel.

While not quite what I would call a 'weekend build' the fine engineering made this a relaxing build and the detail made for a very satisfactory end product.

SAMI

#2116 IJN Green, post-shaded with the base colour heavily diluted with thinner plus equal amounts of #2136 US Army Sand. The kit instructions call for the underside to be natural metal, although the most recent scholarship seems to indicate that most B5Ns at Pearl Harbour were painted in the common IJN Grey Green colour. I replicated this by mixing Model Master enamel #2117 IJN Sky Gray with a touch of #2004 Skin Tone Shadow and #2091 RLM 82.

Weathering was fairly simple. IJN aircraft at Pearl Harbour were well maintained so they didn't display the rugged appearance they did later in the war. However, Japanese carrier air units had been rigorously training in the months leading up the operation so some wear and tear would have shown on the planes. After giving the whole model a gloss coat of Future I gave it a wash with flat black acrylics mixed with flow enhancer. Once this was dry I used a Prismacolour metallic silver pencil to create judicious chips and wear areas.



Colour	Use	ModelMaster Enamels	ModelMaster Acryl	Polly Scale
Japanese Interior Metallic Blue	interiors	2119 Interior Metallic Blue	4658 Clear Blue	
Japanese Navy Aircraft Carrier Type 1	warship	1764 Euro I Dark Green	4254 Carrier Type 1	F505246 K3/178 Foliage Green
Japanese Navy Aircraft Carrier Type 2	warship	~1716 Pale Green	4255 Carrier Type 2	~F505288 Camo Green
Japanese Navy Aircraft Carrier Type 21	warship	1722 + 1716 (4:1)	4256 Carrier Type 21	
Japanese Navy Aircraft Gray	camo	2071 Grau RLM 024770 Grau RLM 02	F505075 RLM 02 Gray	
Japanese Navy Aluminum	exteriors	1781 Aluminum 4677 Aluminum	F414299 Aluminum	
Japanese Navy Black Green	camo	2116 Japanese Navy Green	4780 Black-Green	F505278 Black-Green
Japanese Navy Earth Brown	camo	1140 Brown	F505276 Brown	
Japanese Navy Kure Naval Arsenal	warship	1740 Dark Gull Gray	4251 Kure Naval Arsenal	F505378 Gull Gray Dark
Japanese Navy Maizuru Naval Arsenal	warship	1725 Neutral Gray 4252 Maizuru Naval Arsenal	F505384 US Neutral Gray	
Japanese Navy Sasebo Naval Arsenal	warship	4250		
Japanese Navy Sky Gray	camo	2117 Japanese Navy Sky Gray	~4762 Light Ghost Gray	F505280 Light Gray
Japanese Navy Sky Gray (variant)	camo	1728 Light Ghost Gray	4762 Light Ghost Gray	F505376 US Ghost Gray Light
Japanese Navy Tea Brown	camo	1701 Military Brown	4707 Earth Red	F505366 Earth Red
Japanese Navy Weathered Black	camo	2079 Black-Gray 4779 Black-Gray	F505014 Black-Gray	
Japanese Navy Yokosuka Naval Arsenal	warship	2035 Air Mobility Command Gray	4253 Yokosuka Naval Arsenal	F505332 Ocean Gray 5-0
US Aluminum	exteriors	1781 Aluminum 4677 Aluminum	F414299 Aluminum	
US Bronze Green	interiors	1764 FS34092 Euro I Dark Green	4729 FS34092 Euro I Dark Green	F205003 Bronze Green
US Dull Dark Green	interiors	2080 Schwarzgrün RLM 70 (~)	4780 Schwarzgrün RLM 70 (~)	F205002 Dull Dark Green
US Medium Green 42	interiors	1764 FS34092 Euro I Dark Green	4729 FS34092 Euro I Dark Green	F205006 Medium Green 42
US Navy Blue Gray M-485	camo	2055 Blue Gray 4847 Blue Gray	F505088 Blue Gray	
US Navy Light Gray M-495	camo	~1730 Gull Gray ~4763 Gull Gray	F505090 Light Gray	
US Neutral Gray 33	interiors	2014 German Uniform Feldgrau	4614 German Uniform Feldgrau	F505110 Panzer Dark Gray
US Neutral Gray 43	interiors	2036 FS36176 Dark Gray (~)	4754 FS36176 Dark Gray (~)	F205007 US Neutral Gray 43
US Olive Drab 31	interiors	2089 Olivgrün RLM 80	4790 Olivgrün RLM 80	F505322 RLM 80 Olive Green
US Olive Drab 41	interiors	1710 Dark Green 4726 Dark Green	F505388 US TAC Dk Green	
US Oxide Red	interiors		F414354 Special Oxide Red	
US Zinc Chromate	interiors	1734 Green Zinc Chromate	4852 Green Zinc Chromate	F505096 US Int. Green A/N611
US Zinc Chromate Red	interiors		F414293 Zinc Chromate Primer	
US Zinc Chromate Yellow	interiors	4851 Yellow Zinc Chromate	F205001 Zinc Chromate	

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Benchmarks

JAGDWAFFE 3

Tank's Tempest

The Ta 152C – The Luftwaffe's Ultimate Piston-Fighter

BY GARY HATCHER

The Ta 152, as far as most of us are concerned, was a stretch-winged version of the Fw 190D that saw some vague and limited service towards the end of the war, by virtue of which it is regarded by us laymen as just about making it onto the list of Luftwaffe combat types, certainly to a more legitimate extent than the Dornier Do 335, and light years ahead of 'projekts' like the Bachem Natter and some of those astonishing Mistel combinations and 'paper' types that seem to be the current delight of the Chinese mainstream manufacturers.

Of course, we are wrong on at least two counts. The Ta 152 was not a variant of the Fw 190, it was a completely new aircraft, for which the Fw 190D was simply the stop gap. As for the notion that the Ta 152 had an enormously extended wingspan, that is just the slightly ridiculous 'H' variant, which was the high-altitude interceptor version of a family of aircraft that did indeed bear a family resemblance to the Dora, but which promised greater potential, and which was only denied the opportunity to prove itself by time and circumstance.

Or so we are led to believe. The jury is, to some extent, still out on that one. It is widely held that the Ta 152H was the only variant to see actual combat, but some believe it possible that a number of 'C' models may have entered service in the last weeks of the war, and that some of the barely recognisable wreckage found on German airfields may have actually been Ta 152Cs, not Fw 190Ds. Certainly a number of partially built airframes and components were found in various stages of completion in factories around the defeated Reich... but there simply isn't any proof.

It is not the intention of this article to provide a history of the type. That has been done comprehensively by 4+ Publications in their impressive book on the type, and readers wishing to get a complete overview of this fascinating and charismatic aircraft are recommended a copy. I am only interested in history in as much as it places a kit in context, and my enthusiasm is for model aircraft primarily, not real ones. Certainly I never imagined I would build the Ta 152 in any form, as the stretch-winged version has always

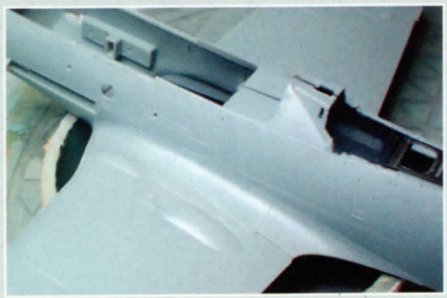
Focke Wulf Ta 152C-1

TECHNICAL DATA	
Scale: 1/48	Kit No: 81702
Type: Injection Moulded plastic	Manufacturer: HobbyBoss
UK Importer: Creative Models	US Importer: Squadron

ALSO USED:

- MDC: CV48043 Fw 190D Wheel Well Correction for Tamiya kit. www.modeldesignconstruction.co.uk
- Eduard: #49567 Etched details for HobbyBoss kit. www.eduard.cz
- 4+ Guide #25 Focke-Wulf Ta 152 by Malcolm V. Lowe ISBN: 978-80-86637 07-5. www.4pluspublications.com

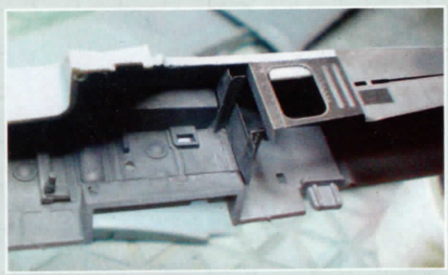
An initial dry-fit on an uncharacteristically tidy workbench suggested even my nine thumbs could assemble the thing in under three weeks...



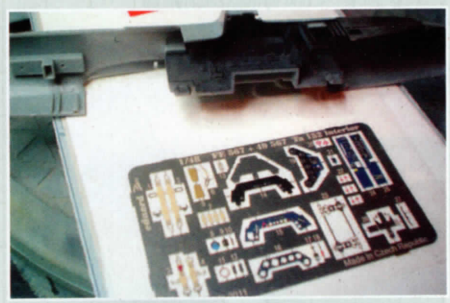
Dry fit of the wing to fuselage showed the most seamless, flawless fit one could wish for

That's an awfully long end empty nasal cavity that will need filling

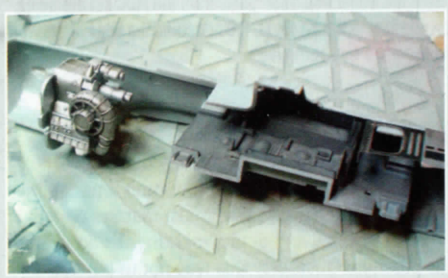
The wheel wells as provided. OK – it's not so bad – and closing the inner gear doors would help matters, although this seems untypical for aircraft on the ground



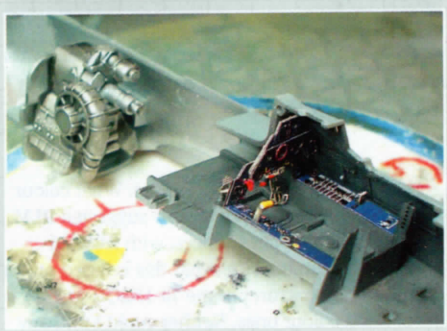
Eduard's brass is added to the nicely detailed kit tub



As usual, the colour etched parts make all the difference to the finished cockpit



Cockpit tub and 'back end' assembly in place. The space between them constitutes a considerable void



The cockpit finished – Eduard's parts assemble easily and are nicely designed

The fit of the upper cowling is excellent

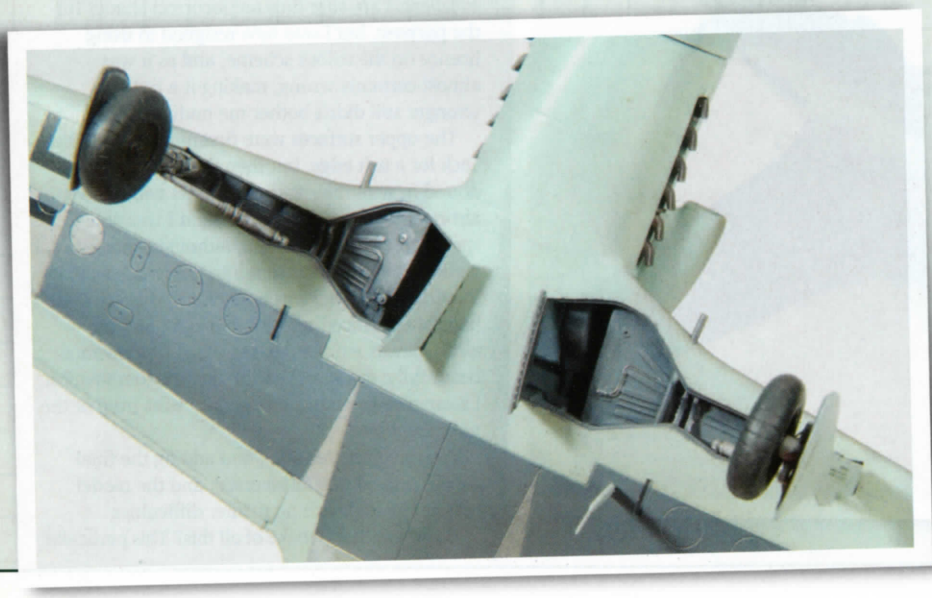
looked faintly odd to me – a bit like Stretch Armstrong after a busy day - and until the HobbyBoss kits came along I was not even aware that the C existed. Of course that is part of the appeal of this hobby. It leads keeps leading me off at a tangent into hitherto unexplored avenues of aviation, and while much of the research I did on the type for this build has ultimately gone in one ear and out the other, for a short while I knew as much about the type as many, and this fired me with enthusiasm for what turned out to be a thoroughly enjoyable build. Not without incident, of course, but then, my workbench is not a place upon which miracles happen...

When the second boxing of HobbyBoss's kit arrived, from UK importer Creative Models, I had a good rummage of the parts, and being then up to my eyeballs in Emils, and in the process of practicing Luftwaffe mottles, it seemed a quick and easy opportunity to have a bash at some late-war colours. A dry-fit of the parts seemed almost supernaturally good, and as I had the Eduard colour etched set for the initial boxing to hand, it seemed too good an opportunity to miss. 'I'll knock this one out for the next issue', I told myself. Did I mention I was an optimist?

The cockpit interior went together swiftly, and without issue, after which I came upon the kit's chief problem –the gaping hole behind the main undercarriage bays.

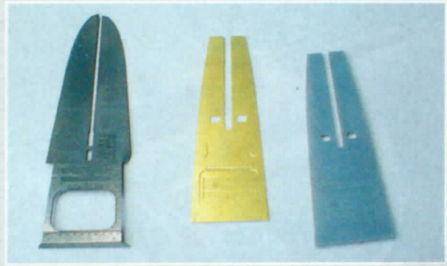
Like the Fw 190D, the wheel wells open out into the forward fuselage and the rear of the engine is visible. HobbyBoss provide parts for the back end of the power plant, but there is a huge void aft of this assembly, as well as a visible lack of rear firewall or any attempt at depicting the armament under the cowling. Something had to be done about this, and I pondered the matter for some time, wondering how best to approach it.

Enter MDC. Item CV48043 is a Fw 190D Wheel Well in 1/48 to correct the wheel well and rear lower engine for the Tamiya kit, which has boxed-in wheel wells that are a hangover – presumably - from their A and F kits, and completely incorrect. MDC's set includes firewall, top plate, supercharger and ancilliary block, supercharger inlet duct, engine block, wheel well insert, metal tubing for gun barrels, and ejector ports. Now, I know we are talking a different

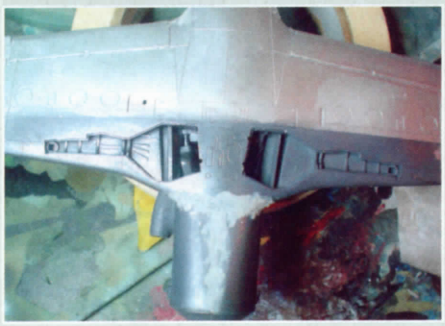


Wings are assembled, and dry-runs continue as wheel well detail is pondered and options considered

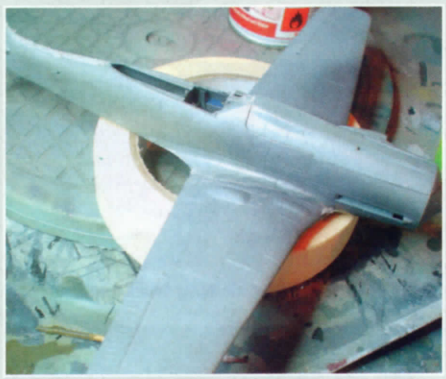
Undercarriage taken care of pending decisions on wheel wells



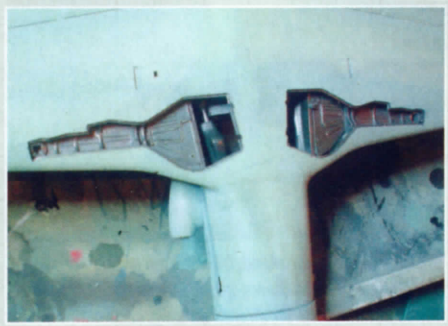
A choice of upper decking. Eduard's replacement, the etched version provided in the kit, and the injected part. Bear in mind only Eduard's is designed to allow their seatbelts to attach to it correctly



Initial work on the 'aperture' finished. Detail added and wing and fuselage mated



Assembly proceeds swiftly once the interior parts are all in place



Here the wheel well 'roof' parts from the MDC set are being overlaid onto the kit parts, thus omitting the edge of the wing root, which was obtrusive

aircraft here, but the family similarities are considerable, and it seemed likely to me that the parts would fit, and that while they might not be completely appropriate, neither was the huge hole they would be filling. MDC very kindly provided a set in record time, and the build proceeded. I found that most of the MDC parts fitted in well, with a little trimming, although I used the kit's main spar and cut the resin parts to fit round it. A few generic bits and pieces of plumbing were added in, and by the time the main airframe was assembled, the hole was filled with a convincing selection of shapes and details, which satisfied me, and allowed matters to move ahead onto the painting stage.

Here again we ran into problems. What colour is a Ta 152C? The kit instructions suggested RLM 75 and RLM 83 upper surfaces, with RLM 76 undersides. I am not sure what this is based on, as I could find no pictures of the Ta 152C-1 at all, never mind colour ones. Neither could I find any corroboration for the scheme. The 4+ book shows colour profiles of the C-0, as well as a hypothetical 'in service' scheme. These show upper surfaces of RLM 81/82 over RLM 76. I could only find black and white images of the C-0, from which it was impossible to tell anything, while several evenings poring over Mr. Michael Ullmann's authoritative book on Luftwaffe Colours confirmed my suspicion that 'we don't know.'

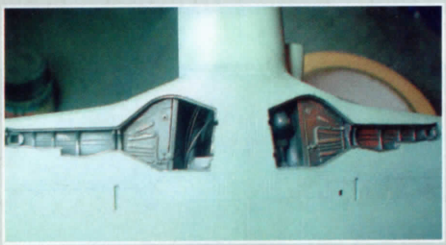
Now, while I may occasionally overlook a misshapen wing root fairing, or omit a panel line if scribing such is going to make matters worse, I do prefer to try and depict markings as accurately as possible. Obviously this was not to be, but biting the bullet I decided on a scheme of RLM 75 and 82 on the wings, and RLM 81/82 on the fuselage, which seemed a reasonable middle ground, and looked better to my eye than the all-over 81/82, which was a little solid once tested on the long-suffering Hasegawa Bf 109 I keep on the bench for such purposes.

I used Lifecolor acrylics, first spraying an all-over coat of RLM 76. Bare metal panels on the undersurface were based on an attractive model I found on the IPMS Stockholm website, rather than on either the instructions or any definitive source. I used Humbrol Metalcote sprays for these, which buffed up nicely and looked excellent. I am sure they are incorrect shades for the purpose, but I was now resigned to using licence on the colour scheme, and as it was almost certainly wrong, making it a little bit wronger still didn't bother me unduly.

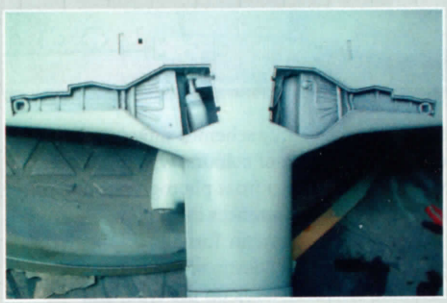
The upper surfaces were first masked with Blu-Tack for a soft edge, but then these edges were dotted in with their various colours with an Iwata airbrush. Using well-thinned paint I was able to spray most of this freehand, although some six – eight hours probably went into the whole task. By the time the model was ready for decals my right hand was reduced to a gnarled claw, and the airbrush was red hot and smoking. It performed beautifully; as did the paint, and is a combination I seem to be getting some good results from at the moment.

Finishing off, decaling, and adding the final details proved uncontroversial, and the model was completed with no further difficulties

So what am I to make of all this? This particular



Wheel wells nearly finished, and just a little more tidying up needed



RLM 76 undersides sprayed

Bare metal finishes on the undersurfaces, courtesy of Humbrol's Metalcote sprays

I find a filler pallet an essential tool, and a piece of scrap, plastic generally does the trick

Various colour schemes were trialled on the 'testbed' airframe to get an idea of which would sit best together

MDC's resin parts went a long way to helping finish this build, and add a great deal of character to the featureless fuselage interior

Final filling under way on the wells. This would have been better done before main assembly, but the first time is always a learning experience...

Several hours of painstaking puffing later. The sheet of paper is used to start each pass with the brush, which avoids a lot of unsightly splattering on the model

An essential reference for any modeller tackling this kit

build broke a number of my own personal modelling rules, chief among them the one that forbids me to add incorrect detail knowingly. The MDC parts, however, made a world of difference, and the ludicrous gap they filled would have been otherwise unacceptable. Likewise the colour scheme. Ordinarily, confronted by several sources all disagreeing with one another, I would have tried to make the most informed choice. In this instance the most informed choice I could find was 'we don't know,' at which point I would ordinarily have assumed the kit manufacturers were privy to further information and gone along with their instructions. Indeed, this may be the case for all I know.

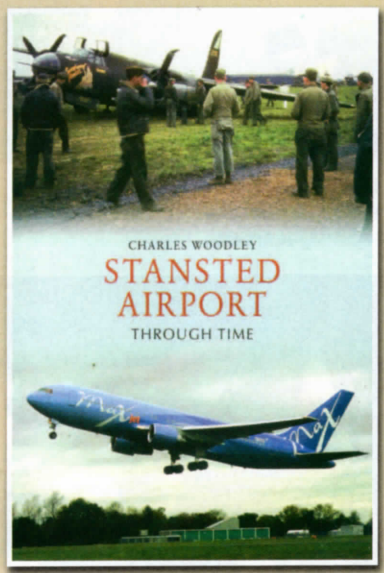
This build, then, has been both a liberating and a frustrating experience. Liberating because it did enable me to indulge myself in a little improvisation as regards the colour scheme, frustrating, because the end result only represents what the aircraft might have looked like, and this is not the type of result I am comfortable with.

Still, for those modellers not cursed with a closet full of anoraks it is a beautiful kit of a striking and aggressive looking aircraft that dwarves the two Emils in the cabinet, and has whetted my appetite for more of Tank's designs. If you can agree with yourself upon the colour scheme, and either have a plan for detailing the wheel well, or can live with it as it comes, the kit goes together like a dream and has me hoping that HobbyBoss will be looking at more of Tank's prototypes.

In the meantime, back to the Workbench.

SAMI

on the side



Stansted Airport Through Time

Stansted airport began life in the Second World War as a military airfield. During 1942, the United States Army Air Force took over the site some two miles southeast of the village of Stansted Mountfitchet in Essex. In June 1943, it was opened as an Advanced Air Depot for the maintenance and storage of the medium bombers of the Ninth Air Force.

After the war the airfield was handed over to the Air Ministry to be placed on a Care and Maintenance basis and by early 1946, all flying had ceased and the hangars were used to store and dispose of war surplus equipment from airfields all over East Anglia. Once this was complete it was handed over to the Ministry of Civil Aviation.

The airfield was adopted as a base for several charter airlines and was much used for trooping flights. By 1964, it was proposed that the airfield should become London's third airport and it came under control of the British Airports Authority in 1966. The airport continued to grow and in 1991 a new terminal was constructed. A new runway was proposed but after the 2010 election this plan was scrapped. In the meantime, Stansted will no doubt continue to work around such obstacles as it has done so many times throughout its history.

Fully illustrated throughout with a nice collection of largely colour photographs this is an excellent concise history of an aviation facility that one might otherwise have assumed was 'simply always there'.

www.amberleybooks.com

Richard Bolingbroke

BOOK
Author: Charles Woodley
ISBN: 978 14456 009 18
Publisher: Amberley
Format: Softback, 126pp

Panavia Tornado

The Tornado IDS/ECR (Luftwaffe) in the 21st Century

Aircraft References for Enthusiasts and Modelers - N° 01
PANAVIA TORNADO
The Tornado IDS/ECR (Luftwaffe) in the 21st Century

Fox Two is a new off shoot from Double Ugly and this is the first in what I hope will be a large range of modelling reference books. The Tornado has been in service with the Luftwaffe for over thirty years and in that time they have produced some of the most colourful schemes ever applied to a military aircraft - even the smallest event seems to deserve a special paint job. This title covers many of these schemes as well as the more subdued aircraft operated over the last three decades. But this book is so much more than a photo album as it also has one of the most comprehensive walk-around section I have ever seen in print. Every area of the Tornado that may be of interest to the modeller has been photographed and described in explicit detail. This coverage also covers all of the munitions and pods that can, or have been carried by the type in Luftwaffe service.

Colour profiles are supplied for the grey schemes showing the exact demarcation of colours, which can be very hard to discern from photographs due to the small tonal differences in colours.

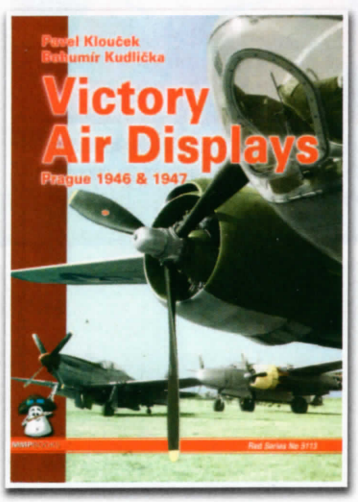
If you have a German Tornado on the to do pile this is probably destined to be the ultimate reference book on the type, and certainly it had me getting my 1/32 Revell example out of the loft for the first time in years.

www.airdoc.eu

DF

BOOK
Author: Andreas Klein-Christian Gerard
Publisher: Fox Two
ISBN: 978 3 935687 17 1
Format: Softback, 208pp

Victory Air Displays



BOOK
Author: Pavel Kloucek and Bohumir Kudlicka
ISBN: 978 83614 214 29
Publisher: Mushroom
Format: Softback, 88pp

In September 1946, the Union of Pilots of the Czechoslovak Republic held an International Air Show at Prague-Ruzyn airport that attracted more than half a million visitors. Flying displays featuring aerobatics, massed Spitfire flypasts, the then innovative Gloster Meteor, and even a B-29 Superfortress provided a real spectacle for press and public.

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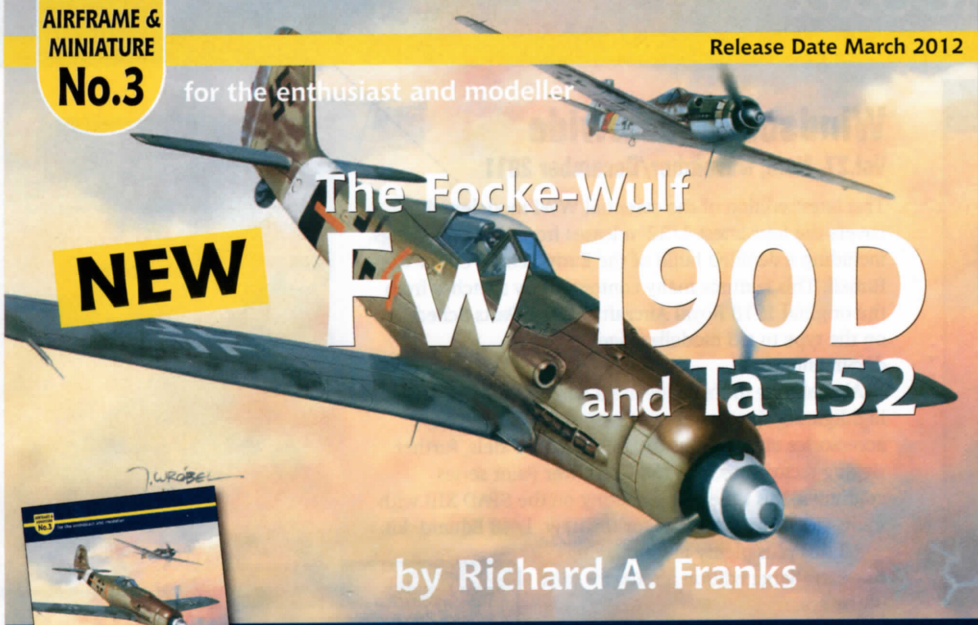

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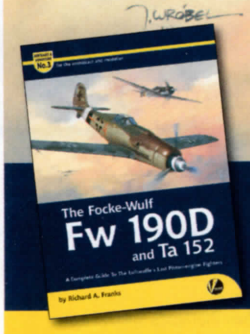

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Phonix C.I

The Phönix C.I was based on the Hansa-Brandenburg C.II that Phönix were building under licence, and was powered by a Hiero 6-cylinder inline piston engine. The aircraft had two tandem open cockpits for the pilot and observer/gunner. 110 C.Is were built for service with the Austro-Hungarian KuKLFT, entering service in early 1918. After the First World War thirty aircraft were built by the Swedish Army engineering department but fitted with a 220 hp (164 kW) Benz inline engine

As usual the Windsock format presents its subject with an attractive mixture of historical images and scale drawings, with some nice colour profile artwork, as usual, by Ronny Bar. It is a particularly impressive edition given the quality of the photographic material, as this is not a particularly mainstream subject. Recommended to all WWI enthusiasts

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Barry Brine

BOOK
Author: Paolo Varriale
ISBN: N/A
Publisher: Albatros productions
Format: Softback, 32pp

Windsock Worldwide

Vol.27, No.6, November/December 2011

This latest edition of the essential WWI modelers title covers the four latest 1/32 releases from Wingnut Wings, including a detailed build of the Early 'Fee' by editor Ray Rimell. This features many contemporary sketches from the original 1918 Royal Aircraft Factory Parts Schedule on the type to aid modellers seeking extra documentation.

Also of note in this issue are a detailed survey highlighting the extensive ranges of HGW WWI accessories and add-ons for 1/32 scale models, further rigging techniques, and the Great War Paint series continues, this time concentrating on the SPAD XIII with multi-view colour profiles for the new 1/48 Eduard kit.

All this plus plenty more, making this extra-large edition a must for fans of the era.

www.windsockdatafilespecials.co.uk

Barry Brine

BOOK
Publisher: Albatros Productions
Format: Softback, 40pp

Diaerama

IPMS Scale Modelworld 2011 Aviation Dioramas Special Issue

Five years ago it was difficult to find as many as a dozen aviation dioramas at the IPMS Scale ModelWorld show, but this total has increased significantly. Given their quality and scope, Diaerama have compiled this present disc as a free gift to all annual subscribers to the magazine, and while it is not on general release, is a very good reason for becoming a subscriber, and is certainly well worth making an effort to have a look at if you know someone who has it.

Thanks to Tony for the disc, and all the best for the next year. Readers wishing to learn some impressive techniques, and track down elusive accessories and materials are urged to check out the website: *www.diaerama-magazine.com*

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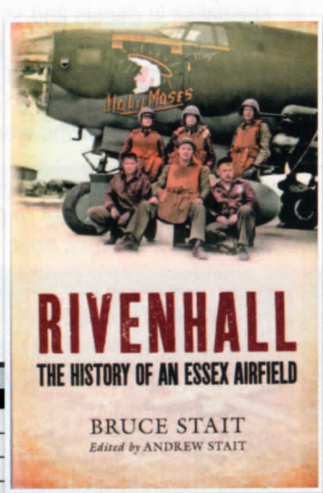
The History of an Essex Airfield

Another new title in Amberley's fascinating collection. Rivenhall was first used by a long-range Mustang Fighter Group whose task it was to escort the bombers of the US Eighth Air Force on daylight raids, and this was followed by four squadrons of Marauder bombers, which were used against targets on the Continent in support of the Allied Forces prior to and following the Normandy Invasion in June 1944.



The final aircraft to use the airfield were the Stirling tugs and Horsa gliders of No. 38 Group of the Royal Air Force. These squadrons performed a variety of duties and eventually took part in the final airborne operation of the war, the Rhine Crossing. Luckily many of the wartime features of Rivenhall still exist.

In addition to the operational history, this book contains a total of seventy photographs as well as a number of maps and appendices. It is a well-executed and complete document of a wartime field that would provide a nice background for a collection of aircraft based on its residents.

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Richard Bolingbroke

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Author: Bruce Stait
ISBN: 978 14456 040 39
Publisher: Amberley
Format: Softback, 126pp

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F/A-18C

'All that Chippy Ho' Collection

This is the first in a remarkable series of productions from this source and is a boxed set of eight 1/144 F/A-18C Hornets with a spectacular decal sheet enabling eight variations on the famous VFA-195 CAG aircraft to be built. This is the famous 'Chippy Ho', much beloved by fans of nose art on account of the enormous eagle decorating the nose or tail – depending on which year of operation you are looking at.

So what do you get? Basically, eight complete kits, using the Ace Models tooling, which has also been released by Revell. This is by far and away the best single-seat Hornet available in the scale, and includes a decent cockpit interior and a nice two-part transparency, as well as a full weapons load. It's a nice easy build, and well detailed, so the prospect of building eight should not tax the modeller unduly.

The decal sheet includes full stencilling and markings for all eight models, and depicts CAG birds from 1995, 1996, 1997, 1998, 2001, 2002, 2004 and 2008, but it is a decal sheet with a difference...

Easycal is a decal system that seems to be catching on with manufacturers in the Far East, and seems to be a cross between dry transfers and stickers, although they are printed on a very fine film, and once rubbed into place are permanent. It seems to be an easy system to use, and full instructions are provided.

Also included is a full colour booklet showing decal placement for all the aircraft covered, with an A3 four-view provided for each option.

At present the company advises us this product is available through their eBay shop. Their seller name is 90kchan, or you can search Susemi Models. Prices and availability can be found here.

This is an opulent package, and demonstrates the kind of possibilities offered by scaling down. The second release was mentioned in last month's News section, and is to be a Sundowners collection. We can hardly wait.

Thanks to Susemi for the review sample

SAMI

F/A-18C 'All that Chippy Ho' Collection

TECHNICAL DATA	
Scale: 1/144	Kit No: 1
Price: £61.81US$TBC	Decal Options: 8
Panel Lines: Recessed	Status: Revised issue
Type: Injection Moulded Plastic	
Parts: Plastic 49, Clear 2 x 8	
Manufacturer: Susemi	
Available from Susemi Models	

Coming Next Month

Modellers profile
The He 162 Volksjager

HobbyBoss' IL-2 in 1/32

Flying Banana
– Italeri's H-21 Shawnee

Loadhaul Liners Part 2
– FedEx Counterfactual

Big Skyraider
– The SPAD in 1/32

New MiG on the Block
RV Aircraft's MiG -23 MF in Polish markings

Next month's SAMI will come live from the Toyfair – well almost, so apart from the usual oversights caused by an absentee Editor, we hope to have a full photo report on new releases previewed at Nuremburg, as well as all our regular News, Reviews, Previews and regulars.

Questions to Contributors
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- 116727 - gray 3 tone

United States Air Force
- 94989 - all silver
- 10560 - SEA camo Skoshi Tiger

Royal Netherlands Air Force
- K-3040 gray/green
- K-3028 Gray 2-tone

Royal Norwegian Air Force
- 207/372/156 - Aerobatic team "Flying Jokers"
- 131 - gray

South Vietnamese Air Force
- 65-10546 ex-Skoshi Tiger

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